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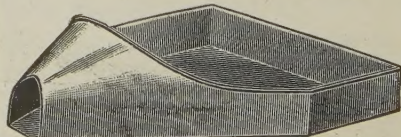
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Kirwan Bros. Grain Co., grain commiss'n.
J. A. Loane & Co., grain and hay.
J. A. Manger & Co., grain, hay, feed.
E. Steen & Bro., hay, straw, grain.

BATTLE CREEK, MICH.

McLane, Swift & Co., grain buyers.

BOSTON, MASS.

Thomas Ronald, grain and mill feed.
J. A. Yantis, grain.

BUFFALO.

W. W. Alder, strictly commission.
Buffalo Cereal Company, grain.
Burns Bros., grain commission.
W. B. Gallagher, damaged grain.
Heathfield & Washburn, grain and feed.
Husted Milling & Elevator Co., grain.
Dudley M. Irwin, barley.
Henry D. Waters, grain commission.
Watkins & Company, grain and feed.
S. W. Yantis, grain and feed.

CAIRO, ILL.

H. L. Halliday Milling Co., grain.

CHICAGO.

I. N. Ash & Co., grain and seeds.
Armour Grain Co., grain buyers.
Bartlett, Frazier & Co., grain.
W. L. Beckwith & Co., grain.
Bentley-Jones Grain Co., grain com's'n.
Calumet Grain & Elevator Co., com's'n.
Carrington, Patten & Co., grain mchts.
Crighton & Co., grain commission.
J. H. Dole & Co., grain com's'n.
L. Everingham & Co., grain, seeds.
Fyfe, Manson & Co., grain, comsn.
Sam Finney, commission.
W. A. Fraser Co., grain commission.
H. H. Freeman & Co., grain, hay, straw.
Gerstenberg & Co., grain, seeds.
Goemann Grain Co., grain buyers.
H. Hemmelgarn & Co., commission.
Lowell Hoyt & Co., grain, hay.
Hulburd, Warren & Co., grain com's'n.
Irwin, Green & Co., grain com's'n.
W. F. Johnson & Co., grain, seeds.
Karrick, Gray & Williams, grain comsn.
Lasier & Hooper, rcvrs and shprs.
W. H. Merritt & Co., grain, seeds.
W. R. Mumford Co., commission.
Geo. H. Phillips, grain commission.
Pope & Eckhardt Co., commission.
H. W. Rogers & Bro., grain and seeds.
Rosenbaum Bros., receivers, shippers.
J. Rosenbaum Grain Co., recrs, shprs.
Rumsey & Company, grain com's'n.
Geo. H. Sidwell & Co., grain coms'n.
James P. Smith & Co., grain.
Van Ness & Wilson, grain receivers.

CHICAGO.—(Continued.)

Warner & Wilbur, grain commission.
E. W. Wagner, receiver and shipper.
Ware & Leland, grain, seeds.
Weare Commission Co., commission.
F. E. Winans, grain and seeds.

CINCINNATI.

Union Grain & Hay Co., grain, hay.

COLUMBUS, O.

Columbus Grain and Eltr Co., grain, oats.
Percy R. Hynson, buyer and shipper.
Jas. P. McAlister & Co., grain and hay.
McCord & Kelley, track buyers, shippers.
Scott & Woodrow, grain and hay shippers.
Seeds Grain Co., grain and hay.
Tingley Bros., grain, hay, chop feed.

DAYTON, OHIO.

Schaeffer & Boroff, grain shippers.

DECATUR, ILL.

C. A. Burks, Illinois grain.
Dumont, Roberts & McCloud Co., gr. dls.

DES MOINES.

W. F. Morgan, grain broker.

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C. E. Burns, oats, rye, beans.

EVANSVILLE.

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Kingsley McCallum & Co., grain, hay.

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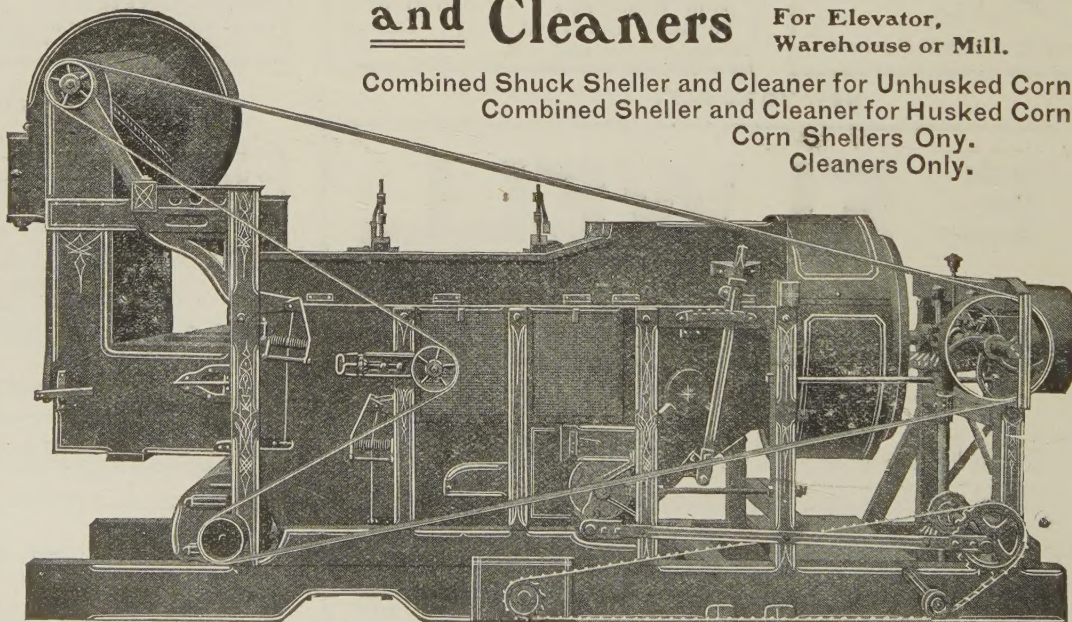
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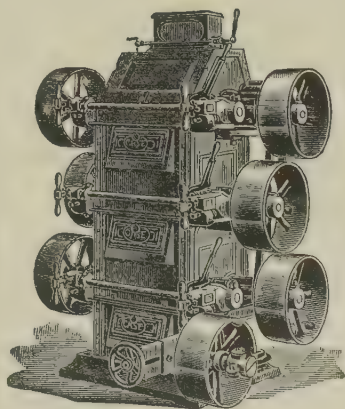
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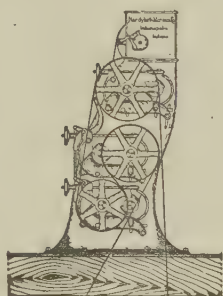
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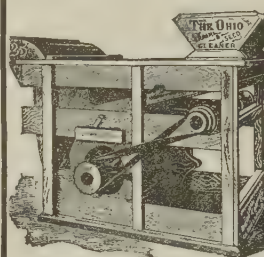
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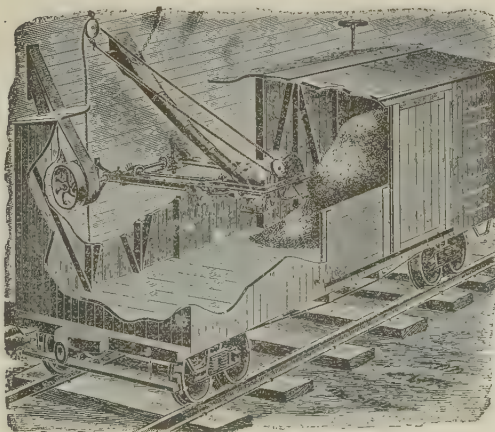
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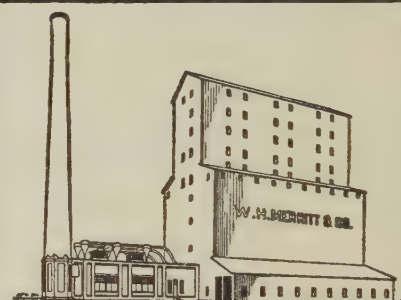
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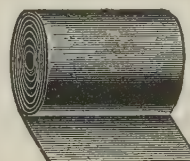
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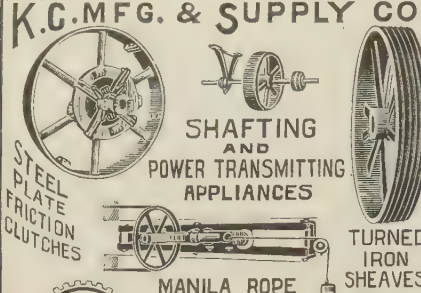
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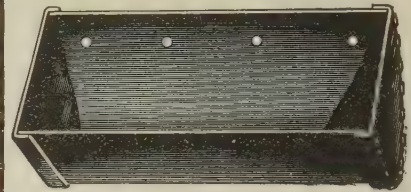
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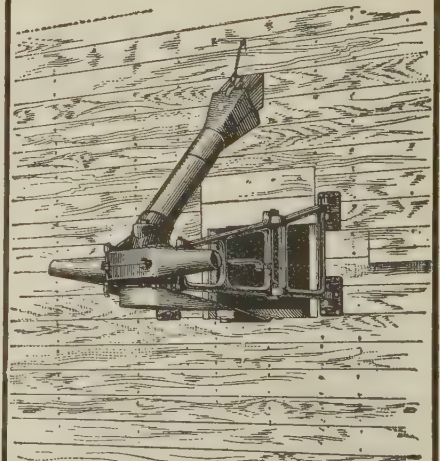
MCCRAY, MORRISON & CO.

We have so much confidence in our Boss Car Loader that we send it on
trial and allow any reasonable length of time to satisfy yourself that it
will do all we claim.

Made in six sizes.

MAROA MANUFACTURING CO.,
MAROA, ILL.

Improved Ideal Car Loader



Manufactured at Allenville, Ill. Loads
any size car from end to end and full to
the roof with but very little power.
Does not crack grain. Does not blow the
grain, thus sorting the light and heavy
and causing off grades. Pays for itself
in a short time. Hundreds in use giving
universal satisfaction. Can we
interest you by saving you money? Sold
subject to 30 days' trial at your elevator.
Write for catalog giving full particu-
lars.

The Ideal Car Loader Co.,
ALLENVILLE, ILL.

GRAIN ELEVATOR SUPPLIES.

A GRAIN SPOUT

That will load cars without shoveling.

It is worth its weight in gold.

It will save you in labor all it costs in less than a month.

Send for Prices to

H. SANDMEYER & CO., Peoria, Ill.



HAD GOOD RESULTS.

Siebers Bros., Buckley, Ill.: "Discontinue our adv., as we have sold the engine. Have had many inquiries."

Minneapolis, Minn.

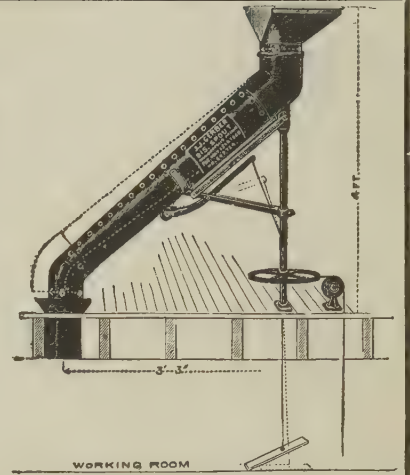
The above City is where the Gerber Improved Distributing Spouts are manufactured.

USERS ARE PLEASED WITH THEM.

Patented May 15, 1900, Feb. 18, 1902.

ELEVATOR SPOUTING A SPECIALTY.

JAMES J. GERBER
MINNEAPOLIS, MINN.

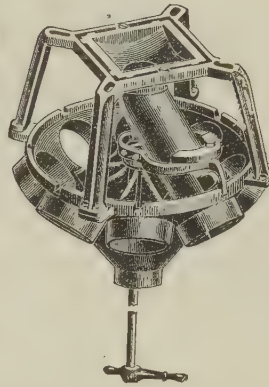


GUARANTEED

Every Hall Distributor is guaranteed to do all we claim for it. Write for BOOKLET.

HALL DISTRIBUTOR CO.

222 First National Bank Building
OMAHA, NEBRASKA



ELEVATOR SUPPLIES

Wagon, Hopper,
Portable, Dump Scales,
Gasoline Engines,
Grain Cleaners

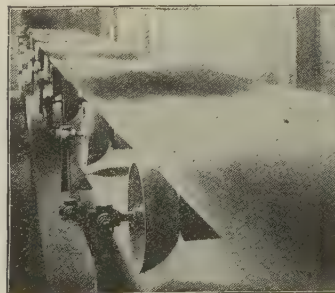
Write for Catalog of Complete
Elevator Equipment

C. D. HOLBROOK & CO.
Minneapolis, Minn.

Grain Trade Books

of all kinds can be obtained at the office of the
GRAIN DEALERS JOURNAL, CHICAGO.

GRAIN ELEVATOR MACHINERY



GRAIN CONVEYOR

GRAIN TRIPPERS, CAR PULLERS, SPOUTING,
BELT CONVEYORS, WAGON DUMPS, SHAFT-
ING, PULLEYS, GEARING, FRICTION
CLUTCHES, ROPE SHEAVES, LINK
BELTING, SPROCKET WHEELS, Etc.

Send for New Catalog No. 28.

LINK-BELT MACHINERY CO.

Engineers, Founders, Machinists.
CHICAGO, U. S. A.



Birchard
Improved
Distributor

Can be installed in an ele-
vator without changing
any of the spouting and
overhauling the house.

Write for descriptive circulars.

Downie-Wright Mfg. Co.

P. A. Kilner, Manager,
York, - - Nebr.

Coal Dealers Friend

Is a book of tables which shows at a glance
the cost of any number of pounds of coal from
5 to 1995 pounds, at any price per ton from
\$1.00 to \$14.00. It is especially adapted for
retailers. It is printed on good book paper
and bound in cloth, size 4 1/4 x 8 1/4 inches. 110
pages.

PRICE, \$1.00

GRAIN DEALERS COMPANY
255 LA SALLE ST., CHICAGO, ILL.

GRAIN Shovel Handles

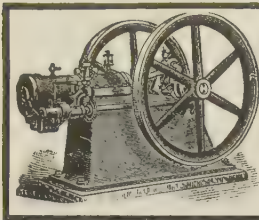


Style A

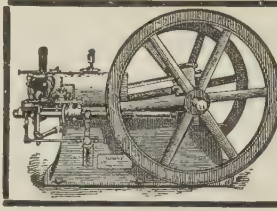
Made from
second growth
HICKORY

Never Break. Made in 2 styles
N. GEISEN & Co., Armour, Ind.

POWER FOR GRAIN ELEVATORS.

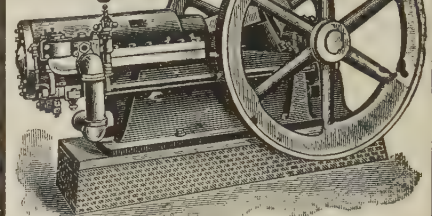


THE Columbus
Gas and Gasoline Engines.
Simple, effective, easily started and adjusted.
Columbus Machine Co.
COLUMBUS, OHIO.
Send for Catalog No. 39



Gasoline Engines
Especially adapted for elevator use.
Fremont Foundry & Machine Co.,
Fremont, Neb.

"NEW ERA"
Gas Engines



For Gas or Gasoline. Sizes 5 to 80 H. P.
NEW ERA IRON WORKS,
86 Dale Avenue, DAYTON, OHIO, U. S. A.

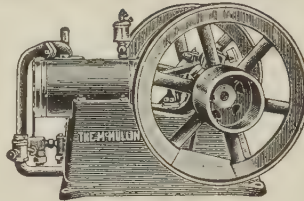
THE CHEAPEST POWER PLANT ON EARTH

Is the Gasoline Engine. Learn something to your advantage about

McMullin Engines

by writing us. Catalog and prices on application.

McMullin Motive-Power and Construction Co.
404 Royal Insurance Bldg., CHICAGO.



HOWE SCALES AND HOWE ENGINES

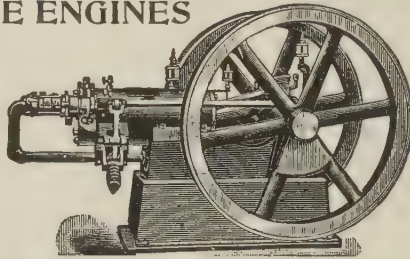
Can you get anything better?
Can you get anything as good?

INVESTIGATION WILL DETERMINE.

Grain Testers, Grain Scoops, Bag Holders, Car Starters, Conveying and Elevating Machinery.

CATALOGS.

The Ball-Bearing Scale.



1 to 60 H. P.

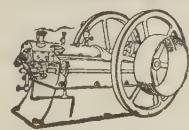
Wagon, Dump, Hopper,
and Grain Scales.

Double or Compound Beams.
Steel Frames.

St. Louis, Kansas City,
Minneapolis, Cleveland.

Borden & Selleck Co., Chicago, Ill.

THE BAUER GASOLINE ENGINE



Is better adapted to the needs of the grain elevator man than any other.

WRITE FOR DESCRIPTION.
Bauer Machine Works,
Kansas City, Mo.

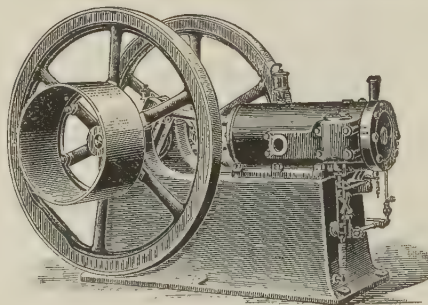
Burger Automatic

Gasoline Engines are Perfect

in mechanical construction, so when buying one for your elevator don't stop short of the best. Write us today.

WOOLLEY FOUNDRY AND MACHINE CO.
ANDERSON, IND

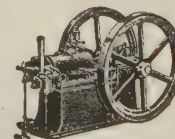
THOMPSON-LEWIS GAS ENGINE



10 years on the market. Used on 22 leading railroad systems. Doing service in 26 water works plants. Specially adapted for elevator work. Send for catalogue and prices.

J. THOMPSON & SONS MFG. CO.
118 BRIDGE STREET. - BELOIT, WIS.

BRUNNER ELEVATOR ENGINE
FOR GRAIN ELEVATORS



From 1 to 30 H. P.

Write for descriptive circular.

CHARLES BRUNNER, Mfr
PERU, ILL.

LENNOX GAS ENGINE



MFG. BY **LENNOX MACH. CO.**
MARSHALLTOWN, IA.

WRITE FOR CATALOGUE

of Elevator Engines.

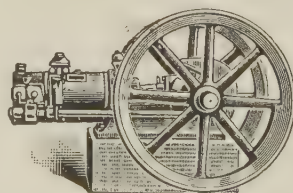
We start the New Year with

Greatly Increased Facilities

and hope to be able to make prompt deliveries in the future, thus saving our friends and patrons the vexatious delays they have suffered in the past.

OTTO GAS and GASOLINE ENGINES will meet any power requirements under the sun, no matter how exacting the conditions. Tell us your needs.

THE OTTO GAS ENGINE WORKS
Chicago Representative, T. W. SNOW, 360 Dearborn St.,
PHILADELPHIA, PA.



THE PERFECTION CONDITIONING SYSTEM

Purifying, Drying and Cooling.
Stained Oats and Barley; smutty, musty
and weevily Wheat made sweet
and bright.

New Corn Put In Condition.

The only PERFECT SYSTEM in use.

TWEEDALE & HARVEY
Room 905, 303 Dearborn St.
CHICAGO

We not only make the

HESS Pneumatic Grain Driers

which are used in the large ter-
minal elevators of Chicago,
Duluth and other cities, but
we make as well, a specialty of

FURNACES

for heating dwellings, church-
es, schools, stores, etc., which
we sell on a money-saving plan,
direct from our factory to con-
sumers, at factory prices.

Write for description of either.

**HESS WARMING AND
VENTILATING CO.**
707 Tacoma Building
CHICAGO

The Gas and Gasoline Engine and Its Age

By NORMAN & HUBBARD

Is a practical hand-book of questions and
answers on any difficulty that may arise in
the care, management and operation of a
Gas or Gasoline Engine. It is a reference
book for users and those contemplating the
purchase of a gas or gasoline engine.

It gives a historical review of the growth
of the gas and gasoline engine and the fea-
tures that are essential to the good working
of a gas or gasoline engine. It gives a
long list of questions and answers which
are invaluable to users, describes an indi-
cator, the pounding of engines, precautions
in running a gas engine, etc. It also gives a
description of nearly all the prominent
makes of American engines, besides a very
complete set of rules and tables, which are
invaluable to operators of engines. This
book is of convenient size, well bound in
cloth covers, printed on book paper, and
profusely illustrated. Price \$1.00.

FOR SALE BY
GRAIN DEALERS COMPANY
255 LaSalle St., CHICAGO, ILL.

FIRE INSURANCE

**MILL OWNERS
MUTUAL FIRE INSURANCE CO.**
Des Moines, Iowa.
Insures Mills, Elevators, Warehouses and
Contents. Oldest Flour Mill Mutual
in America. Saved to Members
nearly \$1,000,000.
J. G. SHARP, Secretary, Des Moines, Iowa.

THE GRAIN DEALERS NATIONAL MUTUAL FIRE INSURANCE CO.,

of Indianapolis, Ind., was
organized by progressive
grain dealers to insure
good grain elevators and
contents at a reasonable
cost. If interested write
C. A. McCotter, Secretary,
Indianapolis, Ind.

Reliable Insurance....

On Modern elevators and Contents can be
secured at about one-half the rates
charged by stock companies by addressing

MILLERS NATIONAL INS. CO.
205 La Salle Street, CHICAGO, ILL.
CHARTERED, 1865 ASSETS, \$3,380,676
NET CASH SURPLUS, \$466,595.
W. L. Barnum, Secy.

The New Era Elevator for Passenger Service.

It is especially designed for quick trips to
the Cupolas of Grain Elevators and other
high buildings, but can be used anywhere

Makes Work Easy.



Takes less space and costs no
more than a stairway, not
speaking of the speed and
safety in getting about.

It will PAY FOR ITSELF
many times in one season
alone; in

Time Saving

Are you going to build a
New Grain Elevator this sea-
son? Let us help you ECON-
OMIZE. We will gladly
give you information and tell you what
others say regarding the good work our
Elevators are doing.

The New Era Elevator Co.,
SOLE MANUFACTURERS,
Sidney, - - - Ohio.

Michigan Millers Mutual Fire Insurance Co. of Lansing, Michigan.

21 Years Successful Business.

Assets.....\$958,473 31
Losses Paid..... 718,556.00
Net Cash Surplus, 214,743.50

50% DIVIDENDS 1899 1900 1901

Insures Flour Mills, Grain and Elevators.

INDIANA MILLERS MUTUAL FIRE INSURANCE COMPANY

OF INDIANAPOLIS, IND.

JAN. 1, 1902.
Gross Premium Notes.....\$897,501.33
Surplus to Policy Holders..... 697,351.55
Dividends Paid Policy Holders..... 238,566.84
Cash Assets..... 119,924.77

MILLS AND ELEVATORS ONLY PURELY MUTUAL

A liberal policy issued.
Losses paid when adjusted and NO DIS-
COUNT demanded. Address,

E. E. PERRY, Secretary.

FLOATER GRAIN INSURANCE

Special attention to Open Floater Policies
in the best Stock Companies.
Insurance follows grain up and down as the
quantity stored in each house changes. Will
ALWAYS have insurance where you have grain.
Simple, Sure, Economical. Investigate,
and you will find it absolute protection and cheap.
Business handled anywhere. Write us.
H. H. LANTZ & CO., DES MOINES, IOWA
25 years' experience. Best of references.

DUPLICATING SCALE TICKET BOOK

No. 62, is designed especially for country deal-
ers who use scale tickets. It is a book 9x12
inches, check bound in heavy board covers. It
contains 200 sheets. 100 white perforated sheets
being interleaved with 100 manila sheets. On
one side of the white sheets are printed 8 scale
tickets, each ticket being printed, ruled and
spaced for the following information: Date;
Bot of; Price per Cwt; Price per Bu.; Driver
on, Off; Gross; Tare and Net Lbs.; Net Bus.;
Weigher. It is intended that a sheet of carbon
shall be placed between the white and manila
sheets, so that altho the weigher tears out a
ticket and gives to each driver, he retains a fac-
simile of each scale ticket given out, 800
tickets in each book, Price \$1.25.

Grain Dealers Company,
255 La Salle Street, Chicago, Ill.

THE CLIPPER SEED CLEANERS

This cut shows our No. 7 SPECIAL SEED CLEANER with Traveling Brushes, and to which we can add our Special Air Controller, if it is desired.

This machine is absolutely unequaled as a cleaner—moderate in cost and of medium capacity—for handling all kinds of seeds—Clover, Timothy, Red Top, Blue Grass, Millet, Flax, etc., and is equally as good for all kinds of grain.

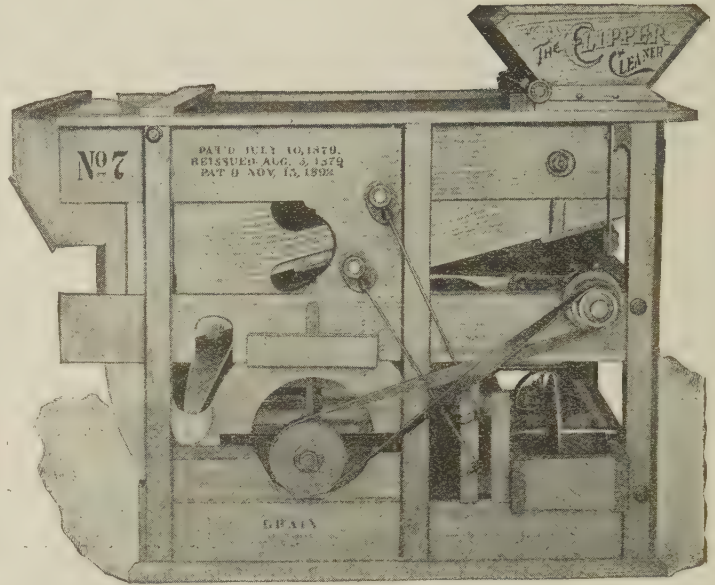
The Traveling Brushes KEEP the SCREENS CLEAR WITHOUT PERSONAL ATTENTION, and help to maintain the full capacity of the machine at all times.

The Special Air Controller permits regulating the air blast to EXACTLY MEET THE REQUIREMENTS OF LIGHT OR HEAVY STOCK, which is OF THE GREATEST IMPORTANCE IN CLEANING FINE SEEDS.

This machine is guaranteed to be first-class in every particular, to require a small amount of power, and to give entire satisfaction in the work for which it is recommended.

FOURTEEN of these machines sold to one seed firm, and TWENTY-THREE to another, THIS YEAR FOR THEIR OWN USE.

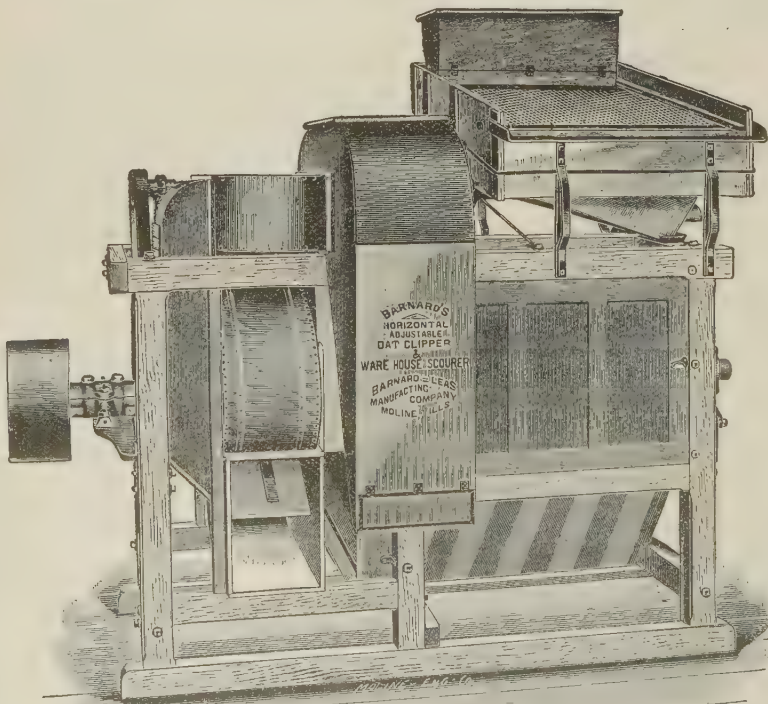
Sample Plate of perforations and new Catalog mailed on request.



A. T. Ferrell & Co., Saginaw, Mich.

INCREASE YOUR PROFITS

BARNARD'S HORIZONTAL ADJUSTABLE OAT CLIPPER AND WAREHOUSE SCOURER



HAS NO EQUAL *for* LARGE CAPACITY and SUPERIOR WORK

IT has many valuable features not possessed by the ordinary scourer. It is adjustable while in motion. Discharges the grain the full width of the machine, thus giving the grain the full benefit of the air separation. It is provided with a specially constructed screenings chamber, which saves all the screenings. All its parts are heavy and strong and suited to hard service.

We also make FEED MILLS, CORN SHELLERS and CLEANERS, SEPARATORS and furnish everything needed in MILLS and ELEVATORS

Barnard & Leas Mfg. Co.

BUILDERS OF ELEVATORS
and ELEVATOR MACHINERY

MOLINE, - - - ILLINOIS

GRAIN DEALERS' EXCHANGE.

The rate for Advertisements in this department is 15 cents per line each insertion.

ELEVATORS FOR SALE.

ELEVATORS for sale in Iowa. Address Geo. A. Wells, 508 Observatory Building, Des Moines, Iowa.

ELEVATOR, 8,000 bu for sale at a bargain; on P., C., C. & St. L. Ry. Lock Box 98, Sulphur Springs, Ind.

ELEVATOR for sale in good grain country; 25,000 capacity; in fine repair; can be bought reasonable. A Hoelker, Halbur, Iowa.

FOUR elevators for sale in Indiana, one in Ohio and four in Illinois. List your elevators for sale with me. Aaron Smick, Decatur, Ill.

ELEVATOR warehouse and feed mill for sale, in thriving town and good farming country. No competition. Address W. W. Brown, Merton, Wis.

ELEVATOR for sale, capacity, 15,000 bushels; situated in choicest part of the Red River Valley. Address, Lock Box 1783, Grafton, N. D.

FOR SALE—One-third interest in large line of country elevators in Minnesota. Good opening for right party. Price \$60,000. Aaron Smick, Decatur, Ill.

ELEVATOR, corn cribs and residence for sale, on I. C. R. R. Capacity 10,000; corn cribs, 10,000. Gasoline power. Address G. H., box 2, care Grain Dealers Journal, Chicago.

ELEVATORS FOR SALE—We want the names of all parties who have elevator property for sale. We will list same and if sale is effected a charge of \$1.00 will be made. It costs you nothing to list property with us. Write to-day. Elevator Agency, 72 Traders Bldg., Chicago.

GRAIN, coal and lumber business for sale in Illinois, shipping from 100 to 150 cars a year. Capacity elevator 11,000 bushels; has cleaner, sheller and feed mill; run by a 10-h. p. gasoline engine. Wish to sell my residence also. Address Crane, 72 Traders Bldg., Chicago, Ill.

FOR SALE—Elevator, coal business and residence at good grain point in central Iowa on the C. R. I. & P. R. R. Capacity 13,000 bus. Doing a good business. Will sell all together or separate. Price of elevator and residence \$5,300. Address Darrow, Box 4, Care Grain Dealers Journal, Chicago, Ill.

FOR SALE—A 35,000-bu. capacity elevator, 500-bu. hopper scale, 18-h. p. gasoline engine, 2 dumps, corn sheller and cleaner. Nearly new. Price \$10,000.00 cash. In an average year ships 200 cars. One of the best grain points in western Iowa. Address, Day, Box 4, Care Grain Dealers Journal, Chicago, Ill.

ELEVATOR, coal bins and scale office for sale; capacity 15,000 bu.; 12-h. p. Fairbanks Gasoline Engine; 330-bu. hopper scales; corn mill will chop 45 to 50 bu. per hr.; 1 good separator. Good reasons for selling. Located in one of the best wheat counties in the United States. Price, \$6,500. Address K. D., Box 1, care Grain Dealers Journal, Chicago.

ELEVATORS FOR SALE.

A GOOD elevator; hay, coal, feed and flour trade in connection; located western Indiana; good reasons for selling. Price, \$3,500 cash. Address A., Box 3, care Grain Dealers Journal.

ELEVATOR and 360 frontage on side track at Mt. Carroll, Ill., for sale to close estate. Capacity 40,000 bu.; gasoline engine and dump. Good opening for right man. For particulars inquire of N. H. Halderman, Mt. Carroll, Ill.

NEW, Ohio 22,000-bu. elevator, steam power and iron clad, together with implement and livestock business will be sold for good reason. Will make price right if sold soon. Address Coal, Box 3, care Grain Dealers Journal, Chicago.

TWO elevators for sale in northern Indiana. One on the main line of the P. F. W. & C. R. R., the other on the Vandalia. Located in good residence towns and in the best grain producing section of Indiana. Address Plymouth Novelty Mfg. Co., Plymouth, Indiana.

ONLY elevator in southern Ohio town, in extensive corn and wheat valley. Storage 40,000 bu.; modernly equipped; built three years. Exclusive coal trade. A fine money maker; owner has not time to give it attention. Price \$6,500, part cash. Address Morgan, box 9, care Grain Dealers Journal, Chicago.

INDIANA elevator of 10,000 bus. capacity in town of 9,000; sheller, cleaner, 2 stands of elevators, 2 dumps, meal and feed mills. \$25,000 annual sales from coal, flour and feed in connection. A money maker and will be offered at a bargain if sold within 30 days. Address Daisy, Box 4, care Grain Dealers Journal, Chicago, Ill.

FOR SALE—Elevator in central Indiana; 12,000-bus. capacity; well equipped with ample steam power, dump, feed grinder, corn meal outfit, grain cleaners, etc. Well established trade, can be largely increased. Fine grain country; point good for 150 cars per year. Good reasons for selling. \$3,000. If you mean business this is a chance of a thousand. Address, Bargain, Box 4, Care Grain Dealers Journal, Chicago, Ill.

ELEVATOR and coal business for sale, also implement stock if party wants it. New house, built in 1902, 30,000 bus. capacity; Fairbanks Gasoline Engine, 22 h.p.; sheller, cleaner and hopper scales. Located on Wabash R. R. in one of the best grain counties in Illinois. Town of 1,000 inhabitants. Station handles 300,000 to 400,000 bus. annually; one other house; no fighting. Address J. C., Box 4, care Grain Dealers Journal, Chicago, Ill.

ELEVATORS FOR RENT.

ONE elevator for rent and one elevator site for sale. Address Cook, Box 3, care Grain Dealers Journal.

STEEL STORAGE TANK, 55,000 bu. capacity, to lease, with track, track scale and elevator privileges. Address T. G. White, Cedar Rapids, Ia.

ELEVATORS WANTED.

WANT to buy elevator in good town; prefer central Ill. C. I., box 10, care Grain Dealers Journal, Chicago.

ELEVATOR wanted to rent with view of buying if situation is satisfactory. Address, O. W. Crabbs, Muncie, Ind.

WANTED—You to list your elevators for sale in Iowa and Illinois. Have cash buyers. Aaron Smick, Decatur, Ill.

WANTED QUICK—125,000-200,000-bu. grain business. Cash deal. Full particulars first letter. Box 271, Iowa Falls, Iowa.

WANTED—One or two elevators in good towns in Ohio, Indiana or Illinois. Give all particulars in first letter. Box 19, Marengo, O.

WANT to buy elevator in good town in good grain producing country. Coal and feed not objected to. W. H. Hicks & Co., Warren, Ill.

WANTED TO BUY—Elevator in country town. Western Iowa, Minnesota or the Dakotas preferred. Address Lock Box 154, Lesterville, S. D.

WANTED—An elevator in western Indiana, 10,000 to 30,000 capacity, handling from 100,000 to 300,000 annually; up-to-date house. Henry Orr, Matthews, Ind.

GRAIN ELEVATOR wanted at good point contiguous to Minneapolis market. Answer with particulars. T. A. W., Box 4, Care Grain Dealers Journal, Chicago, Ill.

IF you want to sell your elevator, advertise it in the "Elevators for Sale" column of the Grain Dealers Journal. This will place your property before all probable buyers and insure your getting a good price for it.

ELEVATORS WANTED. If you wish to sell or lease your elevator, list same with us. It costs nothing unless sale is made, and then only \$1 for each sale resulting. Elevator Agency, 72 Traders bldg., Chicago, Ill.

WE WANT to lease one or more elevators with option of buying; elevators must ship at least 100 cars yearly; side line of flour, coal and feed not objected to. Address, giving full description of plant and terms, amount of grain shipped last year, Pearson & Hayton, Pierson, Ia.

MILLS FOR SALE.

FLOUR MILL for sale. The Jasper Roller Mills, Jasper, Minn; only \$11,000. Will take good farm in exchange. Write E. G. Mellem, Scand American Bank Building, St. Paul, Minn.

FULL roller 75-bbl. mill and granary, in the fine wheat belt of west Tennessee, will be sold at reasonable price and on terms to suit purchaser, as other business demands entire attention. Tennessee Farm Co., Trimble, Tenn.

MODERN 150-barrel mill, almost entirely new machinery, up-to-date system; brick construction, three stories. Two tubular boilers and 100-h.p. engine. Capable of handling in addition to mill of grain for shipment 500,000 bushels annually. Indiana town of 25,000 inhabitants. Finest of schools and railroad facilities. Should earn \$8,500 yearly. Price \$18,000. Would consider choice farming land at actual value as part payment. Aaron Smick, Decatur, Ill.

GRAIN DEALERS' EXCHANGE.

The rate for Advertisements in this department is 15 cents per line each insertion.

GRAIN AND SEED FOR SALE.

SUPERIOR Field Seeds all kinds. The Nebraska Seed Co., Omaha, Neb.

RED CLOVER seed and good seed corn for sale. Cobb & Varner, Odessa, Mo.

JOHNSON Co. White and Yellow Dent Seed Corn. J.D. Whitesides, Franklin, Ind.

SOJA or soy beans for sale, car lots and less. Wm. G. Scarlett & Co., Baltimore, Md.

RILEYS FIRE Dried Seed Corn. Send direct to originators for catalog. James Riley & Son, Thorntown, Ind.

SPRING rye, speltz, macaroni wheat, millets, etc., for sale in carloads or less. Fargo Seed House, Fargo, N. D.

REID'S Yellow Dent and Boon County White Seed Corn for sale in car loads or less. La Rose Grain Co., La Rose, Ill.

POP CORN, two cars of the white rice variety, fine quality, for sale. Make cash offer f. o. b. here. Address A. C. Davis, Conklin, Mich.

SEED CORN for sale. Highest award at Indiana and Illinois state fairs, 1902. Write for circular and price list. L. B. Clore, Franklin, Ind.

FOR SALE—Cane seed, 5 cars; kaffir corn, 2; millet, 1. Make cash offer track here on A. T. S. F. R. Address E. D. Runnalls, Longford, Kan.

FOR SALE—100 bushels medium clover seed and 250 bushels clean timothy. Dealers wishing native seed should write at once. Moore Bros., Hampton, Ia.

CLOVER, timothy, millet, blue grass, red top, pop corn, field peas, seed corn, etc. Buyers or sellers please write The Illinois Seed Co., 236 Johnson st., Chicago, Ill.

GERMAN MILLET, Sorghum Seed, Kaffir Corn, Alfalfa and a full line of Grass Seeds. J. G. Peppard, 1117 W. 8th st., near Santa Fe st., Kansas City, Mo.

SEED CORN—Old Virginia Ensilage Corn, best variety in existence for fodder or ensilage; Iowa Gold and Silver Mine, Improved Leaming and other varieties. Write for catalog. Ford Seed Co., Ravenna, O.

AMERICAN grown alfalfa, German millet, Siberian millet, sorghum or cane seed, Jerusalem corn, milo-maize, seed corn, onion sets, speltz, macaroni wheat, and full line of other seeds. Samples furnished. Write Kansas Seed House, F. Barteldes & Co., Lawrence Kansas.

FOR SALE—Fine line of farm, grass and garden seed, early corn, oats, kaffir corn, cane penicillaria, speltz, cow peas, rape, thousand-headed kale, blue grass, bromus inermis, clover, timothy, permanent pasture mixtures, vegetable and flower seeds, garden tools, poultry supplies, berry boxes and baskets. Write for our catalog and prices. A. A. Berry Seed Co., Box 105 Clarinda, Ia.

GRAIN WANTED.

RYE and buckwheat grain wanted. Oneonta Milling Co., Oneonta, N. Y.

WANTED—Quotations on corn, oats and hay. Geo. T. King, Hay and Grain Broker, Richmond, Va.

WANTED—In car lots: Pop corn, Siberian millet, alfalfa seed and black oats. W. H. Small & Co., Evansville, Ind.

WANTED—Carload of northern-grown seed corn. Walter Parks Com. Co., 814 Chamber of Com., Minneapolis, Minn.

SWEET CORN wanted, late varieties especially. If any to offer of this kind, send sample in envelope and we will make you good price f.o.b., your station. Address, A. A. Berry Seed Co., Box 105, Clarinda, Ia.

MISCELLANEOUS FOR SALE.

WANTED—To trade equity in a fine 550-acre, well-improved farm, four miles from Waterloo, Ia., for elevators in Western Iowa. L. N. Crill, Elk Point, S. D.

GASOLINE engine owners who have had trouble with lubrication can learn how to forget it by addressing The Automatic Lubricator Co., 1105 Caxton Bldg., Chicago.

FOR SALE—One 20-h. p. Wagner Alternating Current Motor. Only been in use a short time, good as new. For price, address, Williamson, Blocker & Miller, Honey Grove, Tex.

ENGINES WANTED

WANTED: Used gasoline engines for grain elevators, 10, 15, 25, 54 h.p. Give particulars. Name lowest cash price. Address Central, box 9, care Grain Dealers Journal, Chicago.

MISCELLANEOUS.

THE Grainman's Actuary \$1.00 post-paid. Henry Nobbe, Farmersville, Ill.

WANTED—Quotations. Grain and hay shippers who desire to sell in this market, we solicit correspondence. Bartee & Co., the wide awake grain brokers, Mobile, Ala.

WANTED—To secure good wettern grain accounts for corn and oats for a sight draft business in Portland. We are well equipped to handle this business. Henry Littlefield & Co., Portland, Me.

FOR SALE—4 farms, assorted sizes; 2 blacksmith stands and tools, 2 store stands with stocks of general mdse; cut prices. Will put in new elevator and feed mill. S. H. Voltman, New Haven, Mo.

THIS BEATS New Jersey—Charters procured under So. Dak. laws for a few dollars. Write for corporation laws, by-laws, blanks and forms to Philip Lawrence, late Asst. Secy. of State, Huron, S. D.

WHAT WE WANT—Two second-hand hopper scales of 500 bu. capacity; one good second-hand, 50-h. p. tubular boiler, fire front, grate bars and breach; one good second-hand, 45-h. p. steam engine; two good second-hand oat clippers, capacity not less than 1,000 bus. per hour; two second-hand feed mills in good condition, 30 to 40 bus. per hour; one second-hand 15-h. p. gasoline engine; 2,000 ft. of good second-hand 1¼-inch gas pipe. Write us what you have and if it is what we want, we may be able to trade. McMorran Bros. & Co., St. Paris, O.

SEED CORN

Choice Yellow Seed Corn in carload lots for sale. 100 kernels produced 96 well developed sprouts, under adverse circumstances. This corn averaged from 60 to 75 bushels per acre last year, and we feel confident it will prove satisfactory to parties purchasing it. For prices and further information, address

The Kinsella Grain Co.

Omaha, Neb.

GRAIN DEALERS' EXCHANGE.

The rate for Advertisements in this department is 15 cents per line each insertion.

ENGINES FOR SALE.

GASOLINE engine for sale, 10-h. p. Temple Pump Co., 15th place, Chicago.

TO EXCHANGE—Two 6-h. p. gas engines for a 14-h. p. Write I. Bird & Co., Moorland, Ia.

NO. 6 OTTO, 21-h. p. Engine; good working order; cheap. Moulton & Evans, Minneapolis, Minn.

ONE GASOLINE engine, 24 horsepower, for sale. Address Union Grain & Hay Co., Cincinnati, O.

ONE RICE Automatic Engine, 11x22, for sale. In good order. Write us. Sanger Milling Co., Claremore, I. T.

GASOLINE engines for sale: 14-16 H. P. Dayton; 16-H. P. Case; 10-5H. P. Otto Engines, Chicago House Wrecking Co., W. 35th & Iron-sts., Chicago.

ONE 15-h. p. gasoline engine for \$275, and one extra cylinder for 7-h. p. Fairbanks-Morse Engine. Hartley Electric & Gas Engine Co., 43 S. Canal st., Chicago.

TEN and 12 h.p. Otto, 12 and 20 h.p. Lewis and 16-h.p. Fairbanks Gasoline Engines, latest style, for sale or exchange; also other makes. A. H. McDonald, 36 W. Randolph-st., Chicago.

FOR SALE—One 11x18 Russell Automatic Engine; one 12x20 box bed slide valve engine; one 60x16 tubular boiler; all in good condition; prices right. Address, Pittsburg Steel Shafting Co., Toledo, Ohio.

ALL SIZES of the high-grade Lammert & Mann gasoline engines for sale. Also several second-hand engines of other makes and in good repair at a bargain; write for description and prices. Lammert & Mann, 155-161 S. Jefferson st., Chicago.

WE HAVE for sale one 10x12 Brownell Center Crank Throttling Governor Engine, 48-inch balance and band wheels. Engine complete. Price \$150. For particulars address Herbert Edwards, Leipsic, Ohio, or the Pittsburg Steel Shafting Co., Toledo, Ohio.

ONE 4-h.p. Otto; one 10-h.p. Otto; one 12-h.p. Lambert; one 22-h.p. Fairbanks; one 54-h.p. Fairbanks; one 20-h.p. New Era; one 26-h.p. New Era; one 35-h.p. New Era; one 60-h.p. New Era. I buy, sell or exchange. J. Montgomery Johnston, 216 Lake-st., Chicago, Ill.

FOR SALE—Second-hand gasoline engines, 1 to 50 h.p. Why buy new engines when we sell slightly used and guaranteed at one-half original cost? We have all makes and all sizes. Write us, stating your needs. Price Machinery Co., 507 Great Northern bldg., Chicago, Ill.

MACHINES WANTED.

SEED CLEANER wanted to buy; a good secondhand No. 9 Special Clipper. Address John Houchin, Newton, Ill.

WANTED—Grain elevator men who want grain handling machinery of any description, new or second-hand, can get their wants promptly supplied by advertising them in this department.

MACHINES FOR SALE.

SECOND-HAND CLIPPER MILLS for sale. Apply to the Albert Dickinson Co., Chicago, Ill.

INVINCIBLE Oat Clippers, two No. 9, good as new, will sell cheap for cash. Address, W. D. Judd, St. Louis, Mo.

CORN cleaner, Barnard & Leas, No. 2, double cylinder, good condition. Will sell cheap. I. R. Kennard, Moran, Ind.

ONE NEW wood pulley, 40x15 inches and one clutch, for sale. Hartley Electric & Gas Engine Co., 43 S. Canal st., Chicago.

ONE 4-ft. French burr for sale; good feed grinder, \$30 complete; 8 bolting scrolls, \$10 to \$30 each. Address Sam C. Scott, New Waterford, Ohio.

FOR SALE—Webster Car Puller Complete. Absolutely first-class machine; good as new; capacity 20 to 30 cars. Omaha Elevator Co., Omaha, Nebraska.

OAT CLIPPER of the Barnard & Leas make, 1,000 bu. capacity, will be sold at a low price for cash. Welsh, box 1, care Grain Dealers Journal, Chicago.

ONE feed mill manufactured by Foss Mfg. Co., style H, No. 1, capacity 15 to 20 bushels per hour, good as new, for less than half price. Address, A. H. Richner, Crawfordville, Ind.

WANTED—Grain elevator men who want grain handling machinery of any description, new or second-hand, can get their wants promptly supplied by advertising them in this department.

FOR SALE—A 2-pair high, 9x12 Kaw Roller, newly corrugated; also 12-inch French burr, cast iron casing and dressed. The above are good as new. Prices on application to E. Brunner, Hope, Kan.

TWO BARGAINS—One No. 12-1/2 latest improved Foss Attrition Mill; 22-in. plates; one large Foss Cob Crusher, 100-bushels capacity per hour; both machines are new. Write for prices. A. S. Garman & Sons, Akron, O.

A KNOWLES Independent Air Pump and Condenser, 10x14x16 inches with heater; will hold a vacuum 26-28 inches, condense for a 100 to 400-horse power, low or high speed engine; is as good as new and will sell cheap. Address, The East Side Iron Elevator Co., Toledo, O.

SCALES FOR SALE.

SCALES, 2d-hand, all sizes, also new ones cheap. Chicago Scale Co., Chicago.

ONE NEW six-ton Howe Dump Scale, cheap. Moulton & Evans, Minneapolis, Minn.

SCALES WANTED.

SCALES not in use can be sold quickly and at small cost by advertising in our department, "Scales for Sale."

SITUATIONS WANTED.

BY GRAIN man of 22 years' experience. Landon Mapes, Jacksonville, Ill.

WANTED position as grain buyer in elevator or on the road. Had 6 years' experience; reference; married; and not afraid of work. Address Box 955, Corn- ing, Ia.

POSITION wanted as manager of a country elevator. Can fill any position, also run gasoline engine and do your repair work. Married; best of references. Address John F. Barnett, Indianapolis, Ill.

POSITION WANTED by young man as buyer or assistant manager in country elevator; have had four years' experience in the grain business and can furnish first-class reference. Single and strictly temperate. Address, C. W. T., Lock Box 75, Redwood Falls, Minn.

WANTED—Position by young married man of 15 years' experience in grain business. Good judge of grain and live stock. All around man and bookkeeper. Reference required and reference furnished. Open for position after June 1, 1903. Address J. J. S., box 1, care Grain Dealers Journal, Chicago.

SITUATION WANTED as traveling solicitor for Chicago or St. Louis grain commission house for Kansas or Nebraska business. Have an extensive acquaintance among the grain dealers in the two states and understand the business. C. A., Box 3, care Grain Dealers Journal, Chicago, Ill.

HELP WANTED.

ELEVATOR MAN wanted at once, who can buy grain and run steam plant. \$45 a year round. E. J. Edmonds, Marcus, Ia.

WANTED—Traveling man to solicit grain trade, cash and futures. Must have experience. Name terms. Address Traveler, box 1, care Grain Dealers Journal, Chicago.

HELP-WANTED advertisements invariably bring twenty times as many replies as any other. If you want help, advertise in The Grain Dealers Journal and you will have a large number of applicants to select from.

SECOND-HAND

Shellers, Cleaners, Clippers, Scales, Feed Mills, Steam Engines, Boilers, Gasoline Engines, Belting, Buckets, Conveyors or any other elevator machinery can be bought or sold quickly by placing an ad. in the "Wanted" or "For Sale" columns of the

GRAIN DEALERS JOURNAL

OF CHICAGO.

COSTS 15 CENTS PER LINE.



**PERFORATED METAL
GRAIN CLEANERS**
THE ROBERT ATKINSON PERFORATED METAL CO.
503 305 DEARBORN ST. CHICAGO, ILL.

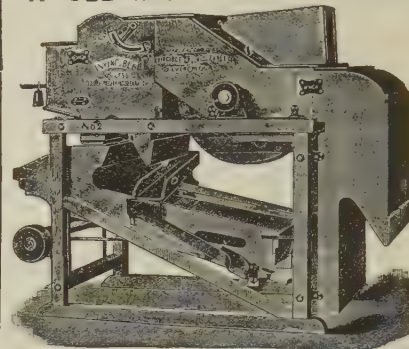


COVER'S Dust Protectors.
Rubber Protectors, - - \$2.00
Metal " - - 1.50
Sent POSTPAID on receipt of price; or on TRIAL to responsible parties. Have AUTOMATIC VALVES and fine sponges.
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153 Paris St., South Bend, Ind.

INVINCIBLE

DOUBLE RECEIVING SEPARATOR

"A CLEANER THAT CLEANS."



Absolutely Dustless.

Eleven Sizes.

Simple, Durable, Compact, Light-running and Reliable. Can be operated at a minimum expense for power and repairs. Can be used with the most satisfactory results under any and all circumstances where a separator is required.

We manufacture corn and cob separators and cleaners, oat clippers, scourers and cleaners, needle screen gravity separators and spiral belt separators. **Send for Catalog.**

Invincible Grain Cleaner Company

Invincible Works, Silver Creek, N. Y.

Represented by

W. J. SCOTT, 94 Traders Bldg., Chicago, Ill.
EDW. A. ORDWAY, 512 Exchange Bldg., Kansas City, Mo.

CHAS. H. SCOTT, Nicollet Hotel, Minneapolis, Minn.
J. N. Bacon, Balchorne Block, Indianapolis, Ind.

Caldwell-Barr Grain Purifier

AND

Process for Purifying Grain.

Fully covered by our several U. S. Letters Patent applications.

We can purify Oats, Corn, Barley, Wheat, etc., and remove *Mold, Must, Smut, Unnatural Odors, Insect Life and Fungus Growth.*

We can take No. 4 and off-grade oats and restore to condition as bright and sweet as Standard or No. 3 Oats, and we can take No. 3 Oats and make as bright and sweet as No. 2.

We can purify all grain with little heat, and our machine will do its own cooling and drying when necessary after purifying, so that no additional machinery is necessary to prepare grain for shipment.

We can dry moist grain and cool warm grain by bringing it in contact with powerful currents and immense volumes of cool air.

Are you interested? If so, write us, and we will send you descriptive pamphlets and prepaid samples of grain before and after purification. Address

CALDWELL & BARR,

Earl Park, - - - - - Indiana



THE WISEMAN LETTERS

It Makes Me Laugh

My Dear John:

It makes me laugh when I hear Just-as-Good & Co.'s man "knocking" the Monitor Scourer and Separator. Why, my dear John, the Monitor machine can make the ordinary article look like a showball in Hades. It

will stand right up to the highest speed and not rack to pieces—the air plus screen separation covered by patents, simply knocks the spots out of the ordinary screen separation.

It never breaks or wastes the grain.

The scouring is done by a perfect manipulation of a cylinder.

The machine is a perfect piece of construction, and a perfect arrangement to do the work.

There's no two ways about it—the Monitor does the work, all the time, always right.

And, John, by the way, don't you depend too much on Hardup's endorsement of the J. A. G. machine. Hardup has a way of paying his bills that way.

Yours, as ever,

SAMUEL WISEMAN.

The Huntley Manufacturing Co.

THE MONITOR WORKS

The Best Grain Cleaning Machinery
for Elevators and Mills

Silver Creek, N. Y.

GRAIN DEALERS JOURNAL

Published on the

10th and 25th of Each Month

BY THE

GRAIN DEALERS COMPANY

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furnished on application. The advertising value of the Grain Dealers Journal as a medium for reaching the grain dealers and elevator men of the country is unquestioned. The character and number of advertisements in its columns tell of its worth.

Letters

on subjects of interest to those engaged in the grain trade, and trade news items are always welcome.

CHICAGO, ILL., FEBRUARY 25, 1903.

FIRST COST of winter shelled corn is not always the only cost to the dealer who holds it.

BUYING right will generally result in a living margin. The dealer whose bearish views become a chronic condition with him, generally does business at a profit.

POLICY-HOLDERS of the Grain Dealers National Mutual Fire Insurance Company will be pleased to learn that it now has policies aggregating over \$1,000,000 in force.

BARN BUILDERS may be all right on the farm, but the elevator man who lets them try their hands at building a grain store house frequently finds it necessary to have it rebuilt by an experienced elevator builder and at his own expense.

WAGON SCALES are not improved by draining water from roof or driveway into scale pit. The moisture will rust out the bearings, and sometimes the ice formed prevents free movement of scale. Reports have reached us recently of several scales being disabled by ice in pits.

IT HAS not been long since grain dealers were maligned by milling journals for bleaching grain. Millers were very vigorous in denouncing the practice as criminal, and now some of the same milling journals describe a process for bleaching flour which is used extensively by the millers of Great Britain. Horrible!

SOME Chicago dailies continue to accept advertisements from members of the so-called Open Board of Trade and publish them side by side with the advertisements of a few regular Board of Trade

members who condescend to patronize them. Surely the regulars must be enjoying the association, else they would turn their business to mediums not accepting Open Board cards.

BUILDING an elevator to store grain and to withstand the burden of its own weight is quite different, as one barn builder has recently discovered to his remorse and the great loss of his employers. It pays much better to employ an experienced elevator builder; not only does he generally save material for the elevator owner, but gives him a house which will stand.

HEEDING the recommendations of fire insurance inspectors is sensible and profitable. Such action reduces the fire hazard and cost of insurance as well as the number of fires. If grain elevators were well built and every precaution taken to prevent the starting and spreading of fires policy holders in mutual companies would get their insurance for about one-half what they pay at present.

THE New York Produce Exchange, as reported in our New York column, has commenced a campaign against bucket-shops and members who have bucket-shop affiliations. This will be a sad blow to members of the Chicago Open Board of Trade, who have been using their membership in the New York Produce Exchange as a certificate of character in their advertising. If all the legitimate exchanges had promptly come to the support of the Chicago Board in its fight on the bucket-shop fakirs their number would now be very small.

KANSAS CITY, KAN., has been seeking lately to organize a grain exchange for the purpose of competing with Kansas City, Mo. The shipping trade of the West would be much better off if Kansas had no inspection department. Multiplicity of departments and exchanges only adds confusion and expense to the trade. Improvement is best attained by the renovation and re-organization of what already exists to suit the whims or needs, as the case may be, of would-be reformers. The shipping trade of the Southwest pays enough tolls as it is. There is no need of an exchange in Kansas City, Kan., and its successful operation cannot be hoped for.

KANSAS CITY Board of Trade Directors are working harder than ever to make the city by the Kaw a more inviting market for the grain shippers of the West. Complaints of short weights, for which that market was so long notorious, have been reduced to a minimum during the last year, and recently the directors have taken one more step which will result in further improvement of weights in that market, as it will affect a reduction in the amount of grain lost thru pilfering by sweepers. The board

has adopted a resolution instructing the secretary to notify all elevator proprietors that, effective March 1st, 1903, all cars must be carefully swept at time of unloading and no after sweeping shall be permitted. The sweeping of the cars after they are switched out of elevator has given thieves an excuse for entering yards and helping themselves to the contents of loaded cars. The board is to be commended for its stand in this matter and it is to be hoped that its action will be supported by every member of the trade.

REBATES, much to the joy of freight traffic managers, are now proscribed in about as many ways as it is possible to have them. The Elkins anti-rebate bill has been signed by the President and is law. It would seem that if Congress had the power to regulate interstate commerce, the old law forbidding discrimination between persons, places or commodities was sufficient. However, public sentiment against discrimination is growing stronger and it may be that the additional support given it by the Elkins law will result in less discrimination and steadier rates.

CONTRACTS, complains a track buyer in this number, are not properly respected by shippers. It is folly for a shipper to beg off because of inability to get cars, which in no degree reduces his duty to buyer. If shipper doubts his ability to get cars, he should refuse to make a contract except that it be specified that shipment would be made within time stated if cars were obtainable. No doubt lenient treatment by some track buyers is to blame more than anything else for shippers expecting all buyers to grant extensions necessary to get cars. If all insisted upon the spirit and letter of contracts being carried out shippers would soon decline to make any agreements they were not sure they could live up to.

THE present Congress will expire one week from to-day, and with it will die the McCumber Bill, which seems to have the hearty support of Secy. Wilson. If the federal government were to take charge of the grain inspection throughout the country it could not hope to affect any improvement in the grading of grain, and the grain trade would be handicapped by politicians more difficult to reach than ever. At present this work in some of the markets is regulated by politicians who ignore almost entirely the needs and demands of the trade. The departments are run by and for the politicians. All members of the grain trade are directly interested in having fair and equitable inspections and as long as the work is left to them they may be depended upon to guide it with much greater fairness than can be hoped to be attained thru political regulations.

LETTERS FROM THE TRADE

A LESSON IN ECONOMY.

Grain Dealers Journal: The average elevator man (if business is brisk and he attends strictly to business) visits his cupola to look after his grain distribution at least ten times a day. The distance traveled in getting there and back by the stairway (if he has one) is about 200 feet, 100 ft. each way.

This means that he travels up and down 2,000 feet a day, or the equivalent, in effort, to 6,000 feet on a level, or over 1 mile—300 miles in a year, 3,000 miles in 10 years.

He wastes 15 minutes each trip, or 150 minutes a day (2½ hours). He is paid \$1.60 per day (of 8 hours), or 20 cents per hour.

His employer therefore pays him \$150 per year, \$1,500 in 10 yrs., for which he receives no equivalent. He pays it in order that the elevator man can leave his business and his customers and take a walk 3,000 miles.

If answer is made to this computation "that the elevator man has plenty of time and must be paid any way," then why not put a sack of grain on his back and let him double the effort?

It would seem clear from the above computation that it would be economy to use such modern devices as will avoid this useless waste of time and labor.—A. J. M. & Co.

CONTRACTS MUST BE FILLED.

Grain Dealers Journal: It frequently happens that some new grain dealer or inexperienced man causes us and no doubt other track buyers a great deal of trouble by assuming that in cases where they fail to get cars for shipment within the life of the contract the contract is abrogated altogether.

It has been decided by the Grain Dealers Asso. of Indiana, when in convention assembled, also by the Illinois Grain Dealers Association, also by the National Grain Dealers Association and is so accepted universally with the trade, that in all cases where the seller of grain his track fails to procure cars to make the shipment within the life of the contract or fails to make shipment for any cause whatever, it is at the buyer's option to cancel same, to make extension or purchase elsewhere to fill the sale as he may elect. While of course it is the duty, and for that matter self-interests of the buyer looking for future business would dictate, that he should make the terms in all cases as reasonable as possible, yet nevertheless in the abstract, the rights of the buyer are as indicated above, and as we stated before.

For new members entering the trade from time to time we set forth this matter, which is so plainly understood by the trade generally.—Bassett Grain Co., Indianapolis, Ind.

WORK OF BARN BUILDERS.

Grain Dealers Journal: We note in the issue of Feb. 10 photograph of an elevator that collapsed at Freeland Park, Ind. Is it not an object lesson? Anything that we may write on this subject cannot do it justice. If this building was erected by barn builders it is excusable, as they are not supposed to know but little of the principles of elevator building. If it was erected by an elevator builder we can't see where there can be any excuse offered.

LAST WEEK several Chicago dailies loaned their columns to the self-styled friend of the farmers, who used them to misrepresent, just as he has used other mediums in the past. The farmers have, in his estimation, lost money by not shipping to his \$50,000,000 company. Some persons identified with the trade, altho poorly posted, have accepted the statements published as being truthful when they are quite the contrary. No grain dealers' association now in existence boycotts anyone. Some of them do supply information regarding dealers who have facilities and those who have not, just as the mercantile agencies supply information to whosoever is willing to pay for it, as to whether a merchant has capital or not, and if so how much; and what credit he is entitled to. In compiling and circulating information of this character the associations do a work of great benefit to every receiver who is disposed to conduct his business on conservative lines. There are receivers who will not carry an account of a country shipper who has a mortgage on his elevator. Not only must he have modern facilities for handling grain, but he must read his title clear. Going to the other extreme we find a few who gladly accept business from anyone. It does not matter to them that the man shall even own the scoop shovel with which he throws grain into the car. They know full well that if he makes an overdraft on them the bank which is extending a line of credit to them will be the true sufferer. They have nothing to lose, but everything to gain, hence do not hesitate to run any risk if it but promises a small amount of business. These catch-as-catch-can receivers are also very glad to handle the business of any eastern buyer or western shipper whose name is posted for refusing to arbitrate or to abide by the decision of an arbitration committee. In their great hunger for business they do not have the nerve to stop and inquire as to the honesty of the man with whom they are about to do business. Their true place is not in the membership roll of the Chicago Board of Trade, but rather with that cheap imitation across the street, where every man is a law to himself and the bucketshop is his staunch supporter. Every one of the associations now in existence numbers among its members some of the so-called farmers' elevator companies. The associations do not stop to consider who are the stockholders of the companies applying for membership, but they do stop to insist on knowing whether or not the different applicants have facilities, whether they are organized for the prime purpose of conducting a grain business, and last, but not least, whether or not they are disposed to abide by their contracts. If the commission man who surreptitiously doled out so much misrepresentation to the local press prefers to deal with tricksters and others organized for the purpose of undermining the business of regular grain dealers that is his privilege. Not one of the associations will venture to interfere with his enjoyment of losses. The Iowa association, which has been given the most prominent place in the misrepresentation, not only does recognize farmers' elevator companies, but numbers among its membership several of the strongest. Receivers who understand the English language and read closely the literature received from the secretary of that organization, know full well that the press reports were full of misinformation. The associations do not make prices, nor have they attempted to do so. The well-posted commission men, who understand

the true desire and intent of the association workers are not growing restless. The talk of rebellion is all rot, simply because there is nothing to rebel against. Some of the association workers may have sent out unauthorized letters which seemed somewhat brash, and no doubt stirred to the quick every man who was inclined to be hasty. The old-time methods of the bulldozing, impetuous officials have long since given away to more conservative and careful work. The regular dealers are not seeking to gain anything to which they are not fully entitled, and no one who is even superficially posted on the true workings of the associations can doubt for a minute that the trade at large and the farmers too have profited by the work of the associations. It is sincerely to be hoped that the newspapers will hereafter require the farmers' friend to father his own misrepresentations, then readers can measure their value.

FIRE INSURANCE supplied by so-called Lloyd's underwriters, traveling under a great variety of names, seems to be making much trouble for those who invest in it, as well as for the promoters of insurance on this plan. A few of the Lloyds have been fairly successful, but the rapid rise in rates made by the stock companies has so whetted the appetite of property owners for cheaper insurance that they have grasped many impractical schemes, which, ordinarily, they could not be expected even to consider. Cheaper insurance has seemed absolutely necessary, and in their haste to get it they have not stopped to consider the quality. Some elevator men have invested in insurance of doubtful character, notwithstanding the fact that they can easily obtain ample insurance in reliable mutual fire insurance companies whose policies are gilt edge.

CROP statistics are so unsatisfactory that a bill has been introduced by a Texas congressman providing for the collection of a small tax on each bale of cotton ginned and each bushel of grain threshed. The collection of such a tax might result in an approximately correct report of each year's production, but the method would be so much more expensive than other practical methods that it is not likely to become a law. No one doubts that the present government crop reports can be greatly improved, but not without additional funds to work with.

THE bill providing for an act to regulate the civil service of the State of Illinois, grain inspection departments included, seems to be suffering from lack of support by its friends. The entire grain trade is directly interested in having the best service obtainable in Chicago, and the most rigid civil service rules ever drafted could not make the grain inspection department as efficient as the trade would like to have it.

UNREASONABLE loading regulations are being established by some grain carriers who seem to ignore the fact that it is impossible to place as many pounds of oats as of wheat or corn in a freight car.

CROP damage reports will soon be denied and reiterated, and then when harvest time comes we will find that enuf has been produced to spare at least a little for export.

CARRIERS have not yet succeeded in justifying the recent rise in freight rates, but the opening of navigation will soon prove to them the necessity of reducing rates.

Readers of the Journal perhaps remember of another just such circumstance at Latimer, Ia., published in full at the time it happened. The builder's name was lettered on the cupola and showed very plainly in fotograf, so we don't need to mention him here. This was erected by a would be competitor of ourselves living in Mason City and the writer knows him well. He made complete plans and it was supposed to be a 20,000-bu. house.

The sills were made of 2x8 spiked together and built up to 6x8 inside. The posts were 6x8 and placed about 8 ft. apart; this was supported on a cobblestone foundation. Any one with ordinary sense, whether he was a builder or a farmer, would know that this was hardly sufficient to carry the empty building. The principal thing in building this elevator was to reduce the first cost; they succeeded in doing this, and we can imagine the final cost. We will leave it to the judgment of readers to find the moral.—Younglove & Boggess Co., Mason City, Ia.

National Inspection Favored by Wilson.

Secretary Wilson of the Department of Agriculture said recently with regard to grain inspection by the federal government: I am of the opinion that national legislation is the only permanent remedy suggesting relief for the lack of uniformity and the irregularities complained of. Temporary relief might be secured under systems of state inspection, but the importance of this industry demands from the government the same care and consideration that it gives to other lines of commerce and industry.

The work of the department up to this time has been of an investigatory nature. We have been looking into the subject in a general way, as applicable to the entire grain trade of the country, but have not formulated the details of any particular plan.

The conclusions the department has arrived at are that a national grain inspection would enable grain buyers in one state to be sure when receiving a certain consignment under a particular grade that they were getting the same kind of grain that they would buy under the same grade in their own state. This is manifestly a matter of the utmost importance, and yet something that does not exist to-day. Then, too, if carried out in the proper manner, the whole work of inspection could be placed to a large extent upon the basis of certain standard varieties.

Another important reason for uniformity in the grading is the great help it would be to our export trade. Exporters can not depend upon getting the same kind of wheat under a certain grade at one time that they would get at another time. The same grades should be adopted at all ports and at all primary grain centers.

Chicago seldom gets contract corn to any extent from a crop until the middle of May. Sometimes, if a winter is very dry and cold, there will be some early in the spring; never very much under the most favorable circumstances. When there comes contract corn in the winter or early spring, it is from the reserve of an old crop. The corn this year is not going contract because there is nothing left except new corn.—Chief Inspector Bidwill.

ASKED AND ANSWERED

PER CENT OF CONTRACT CORN?

Grain Dealers Journal: I would like to know what per cent of the 1902 crop of corn is good enough to grade contract, and in what sections the largest percentage of good corn will be found?—C. O. Tinkham, Akron, N. Y.

ADDRESS OF MAKER OF PORTER CRUSHER?

Grain Dealers Journal: Can some reader of the Journal give any information regarding the Porter Crusher for corn, stating where it is manufactured? Please answer thru the next issue of the Journal.—E. H. Spaulding, Westfield, Ia.

SETTLEMENT FOR NO. 2 CORN ON NO. 3 CONTRACTS.

The Grain Dealers Journal: It is customary in this market, as well as a great many others, to bid for No. 3 or better corn. All we ask the shipper to do is to ship No. 3 corn. We expect some of this corn to grade No. 2 and we make our settlements based on No. 3 corn. Our buyers buy the same way for No. 3 or better corn.—Gale Bros., Cincinnati, O.

AUTHORITY TO USE GRAIN TESTER.

Grain Dealers Journal: Will a reader of the Journal please inform me how and why the grain tester became the recognized instrumentality for determining the value of grain?

Has it ever been attacked in the courts? What decisions have been rendered and how can I get them?—S. E. Cogswell, Supt. Mammoth Springs Roller Mills, Mammoth Springs, Ark.

IS CARRIER LIABLE?

Grain Dealers Journal: In reply to S. & S. P., in the last issue of the Journal, I would say that if grain is billed to shipper's order, notify John Smith, Ky., and Smith went ahead and unloaded it, the railroad company is liable and the shippers have a sure and positive case against them, and there is no chance but what you will get the money before the company will allow it to go to suit. Sue the railroad company and not Smith. The agent will take care of him and have him pay it. From one who has had experience.—Chas. T. Pierce, Defiance, O.

BILL OF LADING DELAYED.

Grain Dealers Journal: Inasmuch as the statement of our difference with a Toledo buyer, which appeared in the Grain Dealers Journal for Jan. 10, page 25, was very brief, and some of those replying have asked for additional information, we gladly give all the facts.

We bot the car of oats from a party in Michigan and on Aug. 23 we resold it for 15 days' shipment f. o. b. our track, the contract expiring Sept. 7. Car according to B-L started from Michigan the second day after we sold it, Aug. 25, and arrived at final destination, Toledo, Sept. 11.

Our Michigan party invoiced the car to us, drew on us with B-L attached. As soon as the draft was presented we paid it, and drew on the Toledo buyer on the same day, Sept. 6. Of course, this took several days, but we did not hold the papers in our office one day. The B-L was not dated back. We got it out on the second day of the contract.

The buyer claims he did not receive the B-L until Sept. 15, and that he is not obliged to accept the car on contract, inas-

much as he received no B-L until 8 days after expiration of contract.

The receiver paid the draft and said nothing about refusing the car; but when reporting the sale made the price 5 cents under the contract. On writing to learn the reason he made the claim on account of the B-L being delayed. The receiver does not dispute that the shipment was made in contract time. The receiver never said a word about applying the car at market price on date of arrival, but made a report taking this liberty. If the B-L did not get to him by the time the contract expired it was no fault of ours, as we could not control the U. S. mails.

We surely hold that we have filled the contract in every respect. The car of oats was shipped in shipper's name; but sealed orders were sent to railroad agent at destination advising him whom to notify, and receivers were fully advised that the car was on track. We trust this will make matter clear and hope to read the opinions of others.—Hoosiers.

STATE WEIGHERS IN OHIO.

Grain Dealers Journal: In reply to Ohio Dealer about state weigher I would say the law is "The Secretary of State is state sealer of weights and measures. He shall furnish a standard of weights, branded and sealed, to auditors of the several counties in the state. All municipal corporations, cities, towns and villages have the power by ordinance passed by council to create the office of 'Sealer of Weights and Measures,' which includes the duty of the 'Inspector of Seals,' subject to and in conformity with rules promulgated by the Secretary of State, who is elected as is any municipal officer, and gives bond to state for faithful performance of duty."

It will be seen by this law that it is possible for any council or board of control to enact a law that would allow them to appoint whom they pleased and it may be possible that a superintendent or a foreman of an elevator could be appointed to that position.—E. H. Culver, chief grain inspector, Toledo, O.

SHOULD SELLER OR BUYER PAY DIFFERENCE IN RATE?

Grain Dealers Journal: In reply to the inquiry of Reed & Long, published in the Journal of Feb. 10, from the reading of the contract we should say that Reed & Long have filled their part of the contract. If in shipping from Summit Point, the rate from Summit Point to Salisbury, N. C., is the same as it is from Rippon, W. Va., and Berryville, Clark Co., they have fulfilled their part of the contract.

It frequently occurs that southern buyers will buy grain on a basis of rate to a certain southeastern point, and then divert the grain to other points, in many cases taking a different routing or a higher rate of freight than the original contract calls for. We have had experience in this trade and have never had any difficulty in adjusting the matter amicably, our parties in the southeast always agreeing that if they diverted the grain to other points than the original basing point, they themselves were liable for the difference in freight, should there be any.

Therefore we say if Messrs. Reed & Long shipped the corn from a point taking the same rate to Salisbury, N. C., as Rippon, they have filled their part of the contract and the liability of excess freight over this point is taken by the purchaser when he diverts the corn and changes the original character of the contract.—Mattoon Elevator Co., Mattoon, Ill.

Meetings of Missouri Dealers.

A meeting of the Grain Dealers Union of Southwest Iowa and Northwest Missouri was held at Hannibal, Mo., Feb. 16, for the purpose of organizing the grain dealers at nearby points in Missouri. The meeting was called to order by President D. Hunter, of Hamburg, Ia., at the Labinnah Club, at 2:30 p. m.

In opening the meeting Mr. Hunter said:

PRESIDENT HUNTER'S ADDRESS.

I wish to say, gentlemen, that it is a great pleasure to us to meet with the dealers in Missouri along the Mississippi. We have had two meetings before in this section, one at Moberly and one at Chillicothe, where we had quite a number more out each time than we have at this meeting. Owing to the railroad wreck and bad storm I expect a good many were scared out. You probably know the object of our coming before you is to try and line up this country as the northern country is lined up. We find in all territory where there is no organization in the grain business there are a great many disturbing elements.

Where there are no scoop men, or men we call scalpers, we find the dealers themselves can't agree. This condition prevailed in our territory previous to our organization seven years ago. At that time there were anywhere from one to three scalpers at each station where there was any grain to move. What we call scalpers are men who come to a station without any facilities for handling grain save a scoop shovel. They have no money invested and pay no taxes, but at times when there is a vast amount of grain to move, they step in and buy at a margin that no elevator concern can afford to do and live. That was the condition prevailing in our territory when we first organized.

Another condition was that our elevators were in a dilapidated condition. The operators could not make money enough to shingle the roofs or paint the buildings. Boards were off, chimneys down, engines out of shape and in examining the legs you would find cups off half a dozen in a place.

One man conceived the idea of forming an association to see if he could not better the condition of the grain trade. Unfortunately for him, it was thru mercenary motives that he started it. He called a meeting at Creston in February, at which there were nine people present. I was one of them. We found so few there that we did not attempt to do anything, but adjourned to meet at Red Oak on the 19th of March following, seven years ago. We met at Red Oak with thirty dealers present. We organized an association with nineteen members.

The president did not do us very much good, because, as I said, his motives for organizing the association were mercenary. He expected to be made secretary at a salary, but all of the dealers present would not look at the mercenary side of it. We looked at the benefits to be derived from it, and the dealers thought they were honoring the gentleman by making him president. When we came to select a secretary we could not find anybody who seemed to want it. We did not know that he wanted it, or probably would have made him secretary. Our present secretary was in the room, but he was a stranger to all of us and somebody suggested that we make him secretary and it was done, and I want to tell you, gentlemen, we never had cause to regret it. Had we named any other man secretary of that association it would not have been alive to-day.

About two weeks after our organization, the governing board was called together and there was one man appeared. That was I. The president stated we might just as well throw up the sponge because we could not make it go. The secretary said, "No, we will take it upon ourselves to appoint a new governing board, and ask them by letter if they will serve." We did that, and each man who was appointed said he would serve.

Then the fight on the scalper commenced and I want to tell you, gentlemen, that we had much up-hill work for about two years. We got rid of the scalper by publishing them to the receivers. They found eventually that they were dealing with a class of men who were dangerous. They would underload their cars and make overdrafts. When the receivers found out that these scalpers were irresponsible they came over to our side and said they would protect the regular dealer and the man who had money invested in the business.

From that time on we have had no trouble with scalpers. If a man of that class comes into our territory we simply publish his name. I do not know that I can say very much more to you on this subject. You know the object of this meeting. The secretary has a paper he will read to you that will give you more light on the subject than I could if I were to stand here and talk all night.

Secy. Stibbens read the following paper:

SECY STIBBENS' PAPER.

Mr. President and Gentlemen:

For the third time I have the pleasure of talking to the Missouri Grain Dealers, but I find it very difficult to make an argument on the benefits of organization, without repeating what has been said before.

I have often wondered why the grain dealers in this state have never made an effort to bring about better conditions in the grain trade, and I take it that it is because no one has ever taken it upon himself to take the lead in the matter.

We come before you, gentlemen, with a simply business proposition, and it is for you to decide, if you care to accept it. We are not novices in association work, as we have been connected with it from its infancy, and speak from experience.

You have a section of country here, producing good crops, with from one to three grain dealers in every town; some are making it a regular business and some simply a side issue, and one of the objects of this organization is to confine the business to those, who have an investment and keep an open market every day in the year for the convenience of the farmers.

You will probably ask, How can this be done? All of you become members of this organization, and we will publish a list of all the regular grain dealers in the state, sending copies of same to all commission merchants in all markets, and you can rest assured they will only be too anxious to confine their business to the names on such a list, as it will be a protection to them, when they come to pay drafts, as it is a reasonable assurance to them that a man who is regularly engaged in the business and has an investment, cannot afford to be tricky and dishonest.

Another reason you need to be organized, if you have a difference with a receiver or a competitor, it can be arbitrated with little expense, thereby saving the great cost of going into the courts to collect a small claim, besides if you are a member of an association and have trouble with a competitor, you have always a disinterested party to step in between you and play the roll of peacemaker, but to-day you have nothing of the kind.

In unorganized territory we find the dealers are never friendly to the railroads, which is unfortunate for all concerned, but you go with me to-day into sections where associations exist, and you will find the shippers and railroads working together in harmony.

Dealers located in towns where there are two or more railroads, should see to it that each road gets a fair proportion of the shipments, otherwise grief is in store for you, as no railroad will allow a competitor to haul all the grain out of a station where it is entitled to a share of it, and it is your business to see to it, that each road receives its share.

Another reason you need to be organized, is because you probably have obnoxious laws that are detrimental to your business, but if you hope to get relief from them, it must be at the ballot-box, or the influence you bring to bear on your state legislature.

The inspection of grain in this state is dominated by politics, and will be until such time as the voters of Missouri see to it that inspectors are appointed on account of their knowledge of the various cereals, and not because of political pull.

Another reason you should organize is that the city of St. Louis is trying to place the weighing of grain under the jurisdiction of the St. Louis Merchants' Exchange, and they need your assistance to aid them in repealing laws, that prevent them from establishing a weighing system, that will fully protect every pound of grain you send there.

Some of you may have formed the opinion, the primary object of all associations is to make and maintain prices, but if so, disabuse your minds of that fact, as they undertake to do nothing of the kind, but on the other hand, there is a broad field of work for the various asso-

ciations, and legitimate reasons for their existence.

All reforms in terminal markets are a direct result of association work, but few of you realize the great improvement brought about in the past few years, and the good work is only fairly started.

It will be well for you to bear in mind, if you desire to better your condition, it will be necessary for you to give us your best support, as no organization can do effective work with a lot of luke-warm members.

The good feeling that will exist among you, on account of the acquaintance you will make, by attending these meetings, will have a great tendency to harmonize trade conditions among you and bring about a profitable business.

Do not be afraid to let your customers know you belong to an association, as your influence in assisting to bring about weights and grades at terminal markets redound to their advantage as well as yours, and if you have any diplomacy at all, you should be able to give them legitimate reasons for the existence of the organization to which you belong.

In becoming members of this Union do not think the receivers are under obligations to grant all your requests and get nothing in return, as they are the people who are largely responsible for the thrifty condition of the many organizations, and you must at all times take into consideration the fact that it is your duty to protect the commission merchant that protects you and your business.

The country dealers should patronize the receivers, who are friendly to the associations, and withhold their business from receivers who are enemies of the various organizations and seek to disrupt them.

In order to bring about a betterment of conditions it is necessary for the producers, grain dealers, commission merchants and railroad companies to work in harmony, as their interests are so closely allied, that a mistake made on the part of one interest is fatal to the welfare of all concerned.

A harmonious grain trade in this state means better prices to the producer, a reasonable profit to the dealers, the building of more elevators, which will be extremely advantageous to the railroads and the farmers, in times of car famines, which is being experienced at this time.

It is well to remember that no one business interest in this great country is entirely independent, but dependent to a certain extent on the success of other classes of business.

The fundamental principle that wins with all organizations is honesty, and if you expect all your competitors to be honest with you it certainly will be necessary for you to accord to them the same fair treatment, otherwise you can never hope to have a pleasant and profitable business.

The reason that some dealers are slow in identifying themselves with an association is that they desire to see ten dollars come in for every dollar they pay out, besides it is impossible in new territory to get quick results, as it takes time to break off the rough edges that are necessary in order to cement you together.

Every class of business of any importance is organized for mutual benefit and protection, and until such time as you take the same steps, you will plod along in the same unprofitable old rut, that you have been in for years.

The man who makes the grain business a side issue, and is only an occasional buyer, is not the man who makes a regular market for the producer, neither is he the man who makes a pleasant shipper for the railroads; neither is he the party the receivers care to pay drafts for.

The producers in this state want men who will invest a reasonable amount of money in maintaining proper facilities for handling their grain, and keep an open market the year round; to buy a wagon-load or a carload of grain as the case may be. The man who goes into a station and buys a few carloads of grain while it is moving, is not the man who pays taxes and helps to support your town, but is there for the purpose of scalping out a few dollars to take away with him, but remains long enough to demoralize the business for miles around and leaves.

In closing I desire to emphasize the fact that any regular dealer who goes into another town to buy grain where there is a regular dealer is as much of a disturber as the vilest scalper in the land.

President Hunter: To give you an insight into association workings the sec-

retary will read the constitution and by-laws.

Secy. Stibbens said. Before this constitution and by-laws were adopted they were examined by expert attorneys and found legal in every respect. There is nothing in these by-laws that conflicts with the laws of Missouri or any other state.

Secy. Stibbens read the constitution and by-laws.

President Hunter: If any of you gentlemen want to ask any questions in regard to the workings of the association we will be glad to answer them to the best of our ability and if any one wants to make any remarks we will be glad to hear them.

Mr. W. K. Boudreau, Ewing, Mo., had with him a copy of House Bill No. 245 recently introduced into the Missouri legislature, and cited on page 145 of the Feb. 10th number of the Grain Dealers Journal, providing that an order for 10 cars or less, from a railroad company, accompanied by a deposit of \$10 for each car, must be honored in 3 days, for 10 to 50 cars, in 6 days, and 50 or more cars, in 10 days. In case of failure of railroad company to deliver cars within the specified time, shippers are to recover 3 times the amount of damages.

Secy. Stibbens said: I do not believe there is a grain man in Missouri who is favorable to the passage of that bill, and I think it would be a wise thing for each dealer here to write a letter to his representative and state senator urging him to use his influence against this bill, and if that is in accordance with the views of the people here I will be glad to take up the matter with the people at Mexico to-morrow. You cannot afford to wage war with the railroads. The railroads supply you with cars as fast as they can. The car famine exists all over this country and railroad people are powerless to remedy it. It is more to their interest to move the grain than it is to yours and I want to say when the grain men of this country attempt to make war on the railroad companies, who are your best friends, it is going to disrupt every grain concern in this country. If you go to the average railroad official with a reasonable proposition you will always get a hearing and will be as well treated by them as by people in other classes of business. By the way, I will say that Mr. Fitzgerald did not pay me to make this speech. If the grain dealers are going to antagonize the railroads of this country they are up against it and the only way for you to do, is to work in harmony with them.

Mr. Boudreau: I wrote to our representative and state senator and told them that it was their duty to vote against it.

Mr. Hunter: Gentlemen, stop and consider it a minute. How much money would it take for the railroads in this country to supply sufficient cars to-day, provided they had power to move them. And after they had supplied you this time and the rush was over what are they going to do with that immense amount of property? It is absurd, I think, to urge them to invest the amount of money they would have to in order to move this grain to-day. The way I look at the situation is that the business of this country has increased so fast that no railroad manager could see where it was going to end. Two years ago the equipment was adequate. To-day there is not half enough but next year there may be twice too much. Therefore I say if you are going to compel the railroads to supply you this time, they will have

millions of dollars tied up next year, that will simply lay there and rot.

Judge J. Q. A. Metcalf, Palmyra: We are here for a purpose. Let us consider the purpose.

Mr. Stibbens: We have some blank applications here and are ready to take applications of all who want to become members.

F. E. Browder, Hannibal: You know that in years gone by it has been the custom to give large grain shippers a rebate. Maybe in some places more so than in others. I don't think there is as much of it to-day as there was five or six years ago. Do you think there is as much of that to-day as there was before the association was formed?

Mr. Hunter: I do not think there is any rebate in territory where our organization is in power.

Mr. Browder: Does not the association permit any number of men to go in and put up an elevator.

Mr. Hunter: If the situation will justify one elevator we advocate that and try with all our persuasive powers to hold to that point. If it will justify two we advocate that there be two because it is better for the dealers.

Mr. Browder: Do you find that members of the association are grading grain better than they did before they came into the association?

Mr. Hunter: I find that to be true for this reason. There is a better class of people in the grain business than there was before. Formerly a farmer who could borrow \$50 for a car of grain would come into the business, and did not care whether grain graded 3 or 2, but would buy anything. But since our organization, that class of people have been weeded out, and we have now old grain dealers in the business who are used to the business and for that reason there are not as many discrepancies in the grade as there used to be.

I find that there are many dealers who think because they have no elevators they are not eligible to membership in the association. But there are some stations that will not justify the building of an expensive elevator. In that case the station would not support more than one dealer and he wouldn't make very much money either. We would consider such a dealer regular and therefore entitled to membership.

M. J. Hassler, Louisiana: I think that bill that was read ought to be defeated. I find that in dealings with the railroads if you are honest with them they are honest with you. And it seems to me, what little I know about it, that this organization ought to be acceptable to us. Of course, as I stated before, I am new in the business, but I don't expect to stay out of it. I expect to continue in it as a regular dealer and miller and therefore I expect to come in with my friends and neighbors and be a member. It does not cost very much and I know an organization of this kind has been very beneficial along other lines I have been in for 25 or 30 years. In fact in trading I had always rather meet with a good, honest, well-posted dealer in any line of business than meet a scalper, who does not know much about it. He does not make any money and does not let you make any money. I have been in the barrel business for a good many years and find just what you gentlemen find in the scalping wheat business. It seems to me nothing better could be presented to you than the opportunity to join this association. It is certainly worth trying.

Mr. Hunter: I have heard it stated that the association was to give the officers a salary. Our income from dues has been \$125 a month. The secretary's salary is \$700 a year. He could not live in a mansion on that. When I was out on the road I was paid by the day and my expenses. When I went home my pay stopped. You know that out of \$125 a month you can't pay many officers and pay them big, fat salaries. Of course if we extend our association into the state of Missouri the expenses will be much greater than at present and you will likely have to pay the secretary a little more money than he is paid at present. It may be this man or someone else, whoever you elect.

Mr. G. A. Willetts, Osceola, Ia.: One of the best advantages we find in association membership is that sometimes you have trouble with a receiver. It is not very big, but will amount to \$5 or \$10 a car. In such a case it is generally settled by referring to the secretary and both sides are willing to let disinterested persons adjust it and it saves money necessary to carry the case to court and it saves losing it. I think it is one of the greatest benefits we have.

Mr. Hunter: I wish to state further that we have an arbitration committee. Any claim or difference can be brot before that arbitration committee and will be decided by it, and if either party is dissatisfied with the decision of the arbitration committee they have the right to appeal to the arbitration committee of the National Association.

Secretary Stibbens read the names of Missouri dealers who had recently joined the organization.

Mr. F. E. Browder of the Hannibal Mfg. Co. started the ball rolling by putting in their application for membership.

Eight applications were received and the meeting adjourned sine die.

NOTES OF THE HANNIBAL MEETING.

The millers outnumbered the grain shippers.

The Labinnah Club gets its name by spelling Hannibal backwards.

One man from Iowa—G. A. Willetts, of O. A. Talbott & Co., Osceola.

R. C. Roberts represented Dumonts, Roberts & McCloud, Decatur, Ill.

Wm. Fitzgerald, general agent of the C. B. & Q., was the only railroad man present.

One Chicago grain firm was represented—Armour Grain Co., by W. H. Axtater.

A railroad wreck, caused by a freight train going thru a bridge, and the severe snow storm, kept many dealers away.

St. Louis' delegation consisted of Eric Picker and Jas. Vandoleh, representing Picker & Beardsley; G. W. Crump, representing Dan'l P. Byrne & Co.; C. L. Wright of the J. L. Wright Grain Company.

The Missouri dealers in attendance were: J. R. Alford, New London; W. K. Boudreau, Ewing; F. E. Browder and O. M. Friend, Hannibal Mfg. Co., Hannibal; S. R. Carter and J. I. Carter, Carter, Shepard & Co., Hannibal; M. M. Cox, Hunnewell, Mo.; A. H. Green, Monroe City; A. Haney, O'Farrell & Haney, J. W. Ray and F. R. Welfie, Canton Mfg. Co., Canton; M. J. Hassler, Hassler Bros., Louisiana; M. H. Lewis, Clarence; J. H. McCoorey, Hannibal Cereal Co., Hannibal; Judge J. Q. A. Metcalf, Metcalf & Dingle, Palmyra; J. B. Shale, Shale & Wine, Clarence; Jas. Whaley, Shelbina.

The Mexico Meeting.

In furtherance of the efforts of the Grain Dealers Union of Southwest Iowa and Northwest Missouri to extend its membership in Missouri a meeting was held at Mexico, Mo., on Feb. 17 in the Ringo hotel. The meeting was called to order by President D. Hunter at 2:30, who delivered a short address covering about the same ground as at the Hannibal meeting the day before, giving a brief history of the Grain Dealers Union since its organization, stating its purpose and telling of some of the good things it has accomplished for the dealers.

Secy. Stibbens read the paper which he had read at the Hannibal meeting.

Secy. Stibbens called attention to the bill recently introduced into the Missouri legislature relating to the furnishing of cars by railroads within a specified time. He stated that it was the most ridiculous and absurd bill ever introduced in any legislature and that it was the duty of every grain dealer to write his senator and representative urging the defeat of this bill.

Pres. Hunter: In becoming members of our association you also become members of the National Asso. All associations in the country are affiliated with the National Asso. except one, and each member of a local asso. pays \$1 a year to keep up the expenses of the National Asso. You have the benefit of the arbitration committee of the National, which covers all the states except Nebraska.

W. W. Pollock, Mexico: I am in favor of association work. It seems to be a good thing for our territory.

D. B. Sailor, Montgomery City: What is best to do in regard to bag lending and storing grain free?

Secy. Stibbens: Cut it out entirely.

Pres. Hunter: It used to be that a farmer could store grain and keep it in the elevator till he got ready to sell it, and then if the dealer would not give him more for it than the other dealer, he would take it out and sell it to the other fellow. The only way to cut that out is to make an agreement among ourselves not to store free and not to lend any bags.

L. F. Cobb, Odessa: In '85 there were 50,000 sacks in Odessa. We used to let the farmers have them to lie in the fields and rot and to be used for saddles to ride on for the privilege of paying higher prices for the grain than anybody else. We gathered in all the sacks and hired a man at \$30 a month to take care of them and rent them to the farmers. We found that it worked first rate. We don't even let the farmers leave the sacks in our elevator. We tell them to take them to the sack man. I would suggest that other dealers here adopt the same plan.

E. H. Algermissen, Montgomery City: If the asso. can cut out the bag-lending evil, it will be well worth its cost. Several came forward and filled out applications for membership.

The meeting dispersed without formal adjournment.

EVENING SESSION.

The dealers who were unable to get away from Mexico in the afternoon held a meeting in the evening, at which Mr. John A. Warren of St. Louis presided. Mayor Jones of Mexico, who is a large farmer as well as a grain dealer, delivered an interesting address.

While no applications for membership were taken at this meeting, the Pres. and Sec. having departed on an early train for Kansas City, the meeting was very successful in bringing the dealers together,

and talking over matters of mutual interest, and no doubt much benefit will be derived therefrom.

MEXICO NOTES.

If it had not been for that snow-bank President Hunter might have landed in China when he jumped from that Wabash train.

The C. & A. train carrying the Pres. and Sec. to the meeting was only four hours late, so it stopped half an hour out on the prairie.

St. Louis was well represented at the meeting by the following: Geo. M. Davis, Young & Fresch Grain Co.; Hy. Blankenship, Connery Commission Co.; W. C. Seele, P. P. Williams Grain Co.; T. C. Taylor, Brinson-Judd Grain Co.; John A. Warren, John A. Warren & Co.; O. J. Woolbridge, G. L. Graham & Co.; H. P. Ketchum, Langenberg Bros. & Co.; C. L. Wright, J. L. Wright Grain Co.; G. W. Crump, Dan'l P. Byrne & Co.; Jas. Vandoleh, Picker & Beardsley.

R. C. Roberts represented Dumont. Roberts & McCloud Co., Decatur.

One man from Illinois—F. M. Cutler of Carthage.

Reynolds Bros. of Toledo were represented by W. W. Knight.

G. W. Quackenbush, Division Freight Agent of the C. & A., was the only railroad man present.

The following Missouri shippers were in attendance: C. A. Wilder, Wilder & Pearson, Laddonia; C. J. Lusk, Farber; E. E. Jones, W. S. Hathaway, Hathaway-Keath Seed & Produce Co.; Wm. Pollock and W. W. Pollock, Wm. Pollock Mfg. & E. Co., Mexico; Hy. Blankenship, St. Charles; Jos. Sanbogh, Jacobi Bros., Martinsburg; L. B. Wilcox, Moberly Grain Co., and J. B. Hurt, Moberly; J. H. Miller, High Hill; D. B. Sailor, Hensley & Sailor, and F. H. Algermissen, Montgomery City; A. F. Owens, A. F. Owens & Son, Brunswick; C. P. Burks, Burks Bros., Centralia; L. F. Cobb, Cobb & Varner, Odessa; Hardy Doolin, Rush Hill; R. C. Perkins, Horstman & Perkins, Alma; J. M. Bumgarner, Southernland & Bumgarner, Lock Springs; Wm. W. Mahill, Kylesville; E. C. Waters, Coontz & Waters, Vandalia; Mr. Whaley, Crow & Whaley, Shelby.

The Department of Commerce which has just been established by Congress will have a bureau of corporations. By the Nelson amendment the bureau is enabled to examine all the books and accounts of corporations to collect information for the use of the president in directing legislation against trusts and in the revision of the tariff.

Stock on the farms of the United States Jan. 1, as reported by John Hyde, statistician of the Department of Agriculture, included 16,557,000 horses, 2,728,000 mules, 17,105,000 milch cows, 44,659,000 other cattle, 64,000,000 sheep and 46,922,000 swine. The number of horses and mules is about the same as a year ago, cows and sheep have increased materially, while hogs are 2,300,000 fewer.

Corn at the Louisiana Purchase Exposition will be shown in a collective exhibit including every variety of corn from all parts of the world where it is possible to grow this cereal. Every known product of the corn as a plant or as a fruit will be shown, together with illustrations of the uses to which the products may be put. It will be the most instructive corn exhibit that ever has been collected under one roof.

Re-Inspection at Kansas City.

Re-inspection of grain sold to mills and elevators at Kansas City whenever buyers desired to call for same prior to unloading resulted in so much injustice that the chairman of the Advisory Committee of the Grain Dealers National association called a meeting at Kansas City last week which was attended by Secretary G. A. Stibbens of the National association, Geo. A. Wells, secretary of the Iowa association; D. Hunter, president Grain Dealers union; L. Cortelyou, president, and E. J. Smiley, secretary Kansas association, and C. T. Prouty of the Oklahoma association. The visitors had a meeting with the board of directors of the Kansas City Board of Trade and were informed that rules had already been drafted as follows:

PROPOSED AMENDMENTS TO THE RULES.

RESOLVED, That Section 7, of Article 5, be hereby amended by adding paragraph "L" thereto, which shall read as follows:

"The President, with the advice and consent of the Board of Directors, shall appoint persons of integrity and experience—which appointments shall continue at the pleasure of the Board of Directors—to be designated 'Board of Trade samplers,' whose duty it shall be, upon the request of the purchaser of a car load of any commodity bought upon the Board of Trade (provided such request is made by 2 p. m. of the day of the purchase), to obtain a true sample of the car, and deliver the same to the purchaser, or notice of his inability to secure such sample, by 12 o'clock noon of the next succeeding business day. In the event of his inability to make such sample, the sampler shall make and file with the Secretary of the Board of Trade a report of such inability and its cause.

The compensation for such sampling shall be a fee of 20 cents per car; said fee to be full compensation and to be paid by the purchaser."

RESOLVED, That Section 8, of Art. 15, be amended by striking out all of the first paragraph.

RESOLVED, That Section 9, of Art. 15, be amended by striking out of paragraph 4 all of the first four lines, and the fifth line to the period, and insert in lieu thereof the following:

"Unless otherwise agreed, purchasers of commodities sold in car lots, upon the open board during trading hours, or cars bought of members on Kansas City terms to arrive and samples delivered during trading hours (but not including deliveries from Kansas City elevators), may have such cars sampled by an official sampler.

If such sample shall appear to the purchaser to be of an inferior quality to that of the sample and grade upon which the purchase was made, the purchaser may notify the seller thereof and reject the car by one o'clock p. m. of the next succeeding business day, and the purchase shall be adjusted as provided hereinafter. But if the rejection is not so made, the purchase shall be construed to be agreed to by both parties and be final; provided, always, that if the car, on account of loading, or if for any other cause the sampler cannot make proper sample (and the certificate of the sampler to that effect shall be proof sufficient), and the purchaser shall so notify the seller by one o'clock p. m. of such succeeding day, the time of sampling and rejection shall then extend to such time as proper sampling can be made; provided the car remain within the jurisdiction of this board, provided further, that any charges accruing on account of inability to secure such sample shall be paid by the seller. If such car is shipped beyond the jurisdiction of this Board before such sample is secured, it shall be construed that the purchaser waives the right to sampling and rejection."

The members of the advisory committee of the National association were well pleased with their reception at Kansas City and left feeling assured that the rules would be adopted.

The rules were voted upon yesterday and adopted by a majority of 20 votes, which will be good news to all dealers who ship to that market.

GRAIN CARRIERS.

The Chetopa branch of the Missouri Pacific is to be extended to Joplin, Mo.

The Chicago roads have cleared up the accumulated grain in yards near the city. With full trainloads to haul the railroads are showing great economy in the movement of freight.

The Indiana, Illinois & Iowa will be operated as a part of the Lake Shore & Michigan Southern beginning Mar. 1.

The Dallas, Cleburne & Southwestern is to be extended from Eagan to Dallas, 38 mi., and from Cleburne to Glenrose, 50 mi.

Preliminary surveys have been made for a part of the Rock Island system to extend 277 mi. between Chicago and St. Louis.

The Lake Shore & Michigan Southern has laid 323 mi. of track on its low grade extension between Youngstown and Ash-tabula, O.

Work will begin with 3,000 men March 1 on the 112-mi. extension of the Rock Island system from Amarillo, Tex., to Tucumari, N. M.

Rates on grain in Kansas are being determined under a new system by the Santa Fe railroad. The state has been divided into five districts.

Under the glare of the calcium light the present car shortage is seen to be only another scheme of the railroads to bleed a long suffering public.

Railway men who are paying big dividends on worthless stock excuse their failure to purchase needed equipment by saying they fear a year or two of poor crops.

For the first time in years Pittsburg is receiving grain from lower Ohio river points by boat. The packets transport consignments more promptly than the railroads.

The Chicago & Eastern Illinois railroad will build its extension to St. Louis under the charter of the Eastern Illinois & St. Louis, between Woodland and Villa Grove, 62 miles.

A reasonable time for the movement of freight is at the rate of 50 miles per 24 hours. For every day's delay in delivery the railroad should be compelled by law to pay the shipper \$5.

By holding a car of grain at a junction point two months until a full train can be accumulated to go thru unbroken to a distant point the too clever traffic manager saves his road \$5 and loses \$50 for the shipper.

The notice by the C., M. & St. P. that it will not permit grain cars to leave its own rails at Chicago, makes thru billing over that line out of the question and throws the grain into the elevators of the Armour Grain Co.

The Illinois Central has instructed agents not to bill grain to points beyond Chicago. The company will accept reconsigning orders to roads able to take it, transfer it, and return cars. In such cases the billing will be corrected to take its proportion of the through rate from point of shipment.

The per diem charge made by the roads for cars that are being used on other lines should be increased to a point where the connecting line would refuse to receive the car unless assured of its own ability to return the car promptly. Thousands of western cars would not then be rotting on eastern sidings. The present per diem charge is ridiculously small.

Boston's export grain trade is reviving under the fostering care of the New York, New Haven & Hartford R. R. Six steam-

ers of the Leyland line have sailed recently carrying an average of 94,000 bus. of grain each. The steamer Pinemore last week took 200,000 bus. of corn and 16,000 bus. of wheat for Antwerp, being the second largest cargo shipped in the history of the port.

That the Burlington road, formerly a free lance in the railroad field, upon which shippers could always depend for courteous treatment, has passed completely under the influence of the autocrat of the north, is shown by the arbitrary orders recently issued, restricting grain traffic. As soon as traffic slackens up ever so little, Jim Hill will be compelled to cease applying to southern territory the domineering tactics that, for want of competition, he has been forcing upon the shippers of the Northwest.

Railroad managers have quite forgotten the lean years when shipments were eagerly solicited, and are even becoming indifferent to the frantic appeals of shippers for cars. Assured that the shippers will supply them with all the traffic that can be handled whenever the managers condescend to accept it the latter are declaring embargoes that arbitrarily circumscribe the grain dealer's facilities for transportation. Western roads have caught the infection and are issuing orders that no grain will be accepted except for certain markets or to be unloaded thru certain elevators.

Jas. J. Hill, pres. of the Great Northern R. R., says of the sale of the company's line of freight steamers, terminals and elevator at Buffalo: When we built those boats lake freights were high and elevator charges in Buffalo amounted to a cent and a half a bushel. When we built our elevators we put elevator charges down to half a cent a bushel and made a deep cut in freight rates between Duluth and Buffalo. We don't want any more lake business. Buffalo is a long way from here and it is hard to manage interests that are so widely scattered. We are tired of fighting other people's battles, anyhow.

The grain men are confident that they will be able to secure the modernization of the Erie Canal as a final corrective of the unfair condition of affairs, but in the meantime they will push a bill they have prepared for the State Legislature, which provides, in brief, that no railroad running through the State shall charge a higher rate for carrying merchandise to New York than to any seaport in any other state. This bill, it will be observed, would not affect the Pennsylvania, Erie or any other of the trunk lines coming to New York on the Jersey shore. It is aimed entirely at the New York Central, which the committee believe is responsible for the lower rates to Boston.

When the grain exporters of New York suggested to the railroads that a rate might be made to Jersey City by the New Jersey roads and to New York ex-lighterage by the New York Central (allowing the consignees to do their own lighterage) the railroads immediately declared the plan an impossibility, and it was stated that the charge of 3c per hundred pounds lighterage did not pay expenses. No contention was, however, made that the cost of grain lightering was 3c per hundred pounds, and the point was promptly made by the grain interests that grain was being disproportionately taxed in order that other articles on which the cost of handling was much heavier could have a lower rate.

Chicago, St. Louis and Memphis will have another line to New Orleans. The St. Louis & San Francisco Railroad has

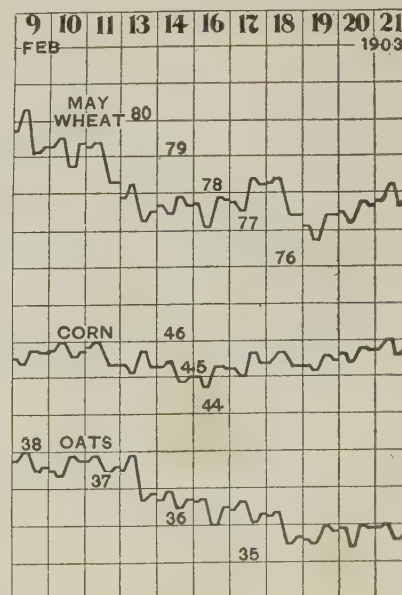
had 8 surveying parties in the field to find a route between Memphis and New Orleans, on either the east or west bank of the Mississippi River. In order not to have any delay when the route has been decided upon the company has ordered 6,000 tons of bridge material and 75,000 tons of rails, so that the line may be completed within a year after the work has been begun. The new line will connect with the Houston, East & West Texas and the Shreveport & Red River Valley. S. L. & S. F. trains will run over tracks of the Chicago & Eastern Illinois and the St. Louis, Memphis & Southeastern.

In the case of the Mobile & Ohio Railroad Co. the Interstate Commerce Commission Feb. 14 decided that a published tariff regulation permitting grain to be shipped through from point of origin to final destination, with a stop-over privilege in East St. Louis for cleaning, sacking, or other legitimate purposes, the shipment covering a proportional or balance of a through rate from East St. Louis is not objectionable. The shipment, however, of grain to East St. Louis on a local rate, and forwarding from there as a new-shipment on a 12-cent proportional rate to Vicksburg and common points, is objected to by the commission, as it disregards the higher 15-cent local rate from East St. Louis to those destinations.

The consolidation of the railways of the country and the merger into single non-competing lines of the greater means of transportation are the threatening dangers of the hour. More than one-eighth of the entire mileage of the country was absorbed in various ways into mergers between July 1, 1899, and 1900. The object is to eliminate competition and get rid of the weaker lines, which have been a menace to rates. The new demand for advanced rates is but the legitimate outgrowth of the merger system, by which immense blocks of largely watered stocks have been thrown upon the market with the promise of paying profitable returns in the future. Frank T. Campbell, former railroad commissioner of Iowa, in his protest to the Interstate Commerce Commission.

Prices at Chicago.

The opening, high, low and closing quotations on wheat, corn and oats for the May delivery at Chicago, for two weeks prior to Feb. 24, are given on the chart herewith.



SEEDS

J. C. Murray has engaged in the seed business at Peoria, Ill.

The A. L. Fisher Seed Co., Brockville, Ont., has made an assignment.

Exports of clover seed from Baltimore during the week ending Feb. 21 were 500 bags.

Henry A. Salzer, seedsman of La-Crosse, Wis., is investing in Oregon pine lands.

Alfalfa was known and cultivated in Asia before the dates of the most ancient history.

Clover, alsike and timothy seed are

the week ending Feb. 21, were 6,362 bags, compared with 5,054 bags for the corresponding week of last year; shipments for the season have been 62,213 bags, compared with 74,723 bags to the same date last year.

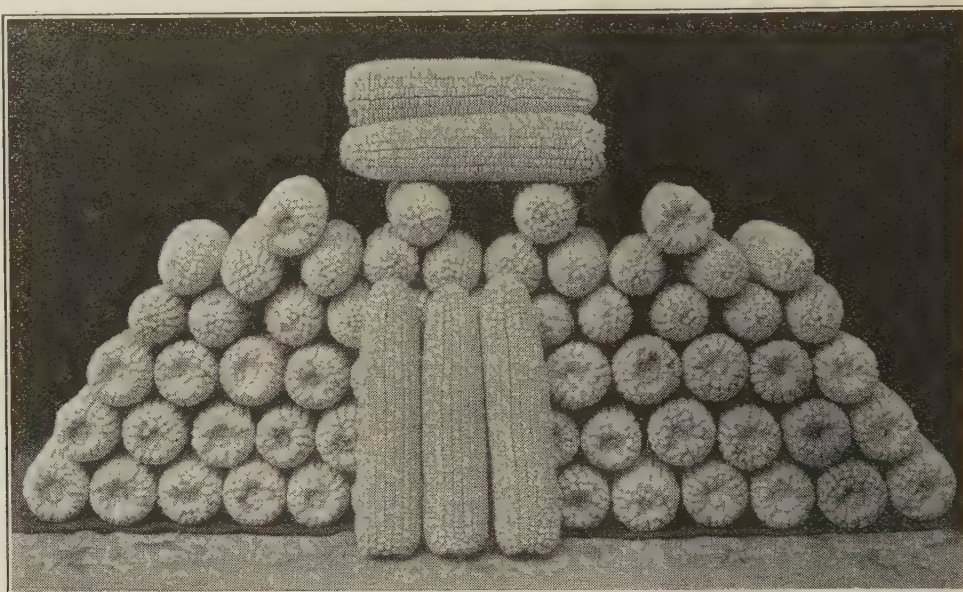
The seed imports of Marseilles, France, for the year 1902, were: Flaxseed, 11,476 tons, rape seed and raven, 5,022 tons, poppy seed, 3,975 tons and castor seed, 26,214 tons; compared with 10,495 tons of flaxseed, 8,093 tons of rape seed and raven, 3,516 tons of poppy seed and 25,931 tons of castor seed for 1901.

Chicago received during the week ending Feb. 21, 1,035,571 pounds of timothy seed, 452,240 pounds of clover seed, 591,571 pounds of other grass seed and 63,000

reduced. These are at present almost the only sources of supply. France has exported more than she can spare. Our English crop turns out quite as short as was anticipated, and Russia, Germany and Austria, instead of having a surplus for exportation, are, like ourselves, obliged to satisfy their own requirements in America. No wonder that under these circumstances the situation of this article is thoroughly strong and healthy, and that a further increase in values is confidently expected.

Johnson County White Dent.

Johnson County White Dent, the superior quality of which is shown in the



Johnson County White Dent.

being shipped into Bad Axe, Mich., and vicinity, reports O. W. Leoffler.

Exports of seeds from New York during the week ending Feb. 21 were 13,418 bags of clover seed and 3,800 bags of timothy seed.

The committee on clover seed for the Baltimore Chamber of Commerce for the year 1903, consists of J. O. Linton, F. A. Meyer and John J. Buffington.

Seed rice will be grown as a specialty at Port Lavaca, Tex., by nine Japanese who have just arrived and are to be followed by many others and their families.

A program for the annual meeting of the American Seed Trade Asso. to be held at Philadelphia June 23 to 25 has been arranged at a recent meeting of the directors.

Sorghum should be sown after the season for corn planting when the ground has become thoroughly warmed. It will thrive on any soil that will produce corn. —Whitney-Eckstein Seed Co.

The seeds committee of the Philadelphia Commercial Exchange for the coming year is composed of the following members: Chas. R. Koch, Geo. E. Taylor, Chas. G. Alexander, Casper T. Sharpless and Herbert W. Johnson.

The receipts of clover seed at Toledo for the week ending Feb. 21, were 2,605 bags, compared with 1,155 bags for the corresponding week of last year; during the season to date 83,445 bags have been shipped, compared with 103,240 bags for last year.

Clover seed shipments from Toledo for

pounds of flaxseed; compared with 552,035 pounds of timothy seed, 238,246 pounds of clover seed, 316,600 pounds of other grass seed and 69,575 pounds of flaxseed for the corresponding week of last year.

The seed shipments from Chicago during the week ending Feb. 21, were: 1,346,090 pounds of timothy seed, 567,440 pounds of clover seed, 440,500 pounds of other grass seed and 22,103 pounds of flaxseed; compared with, timothy seed, 257,517 pounds; clover seed, 164,725 pounds; other grass seed, 181,110 pounds, and flaxseed, 7,035 pounds for the corresponding week of last year.

Leopold Sachs, Stettin, Germany, writes, Jan. 29: Owing to the rapid rise in red clover this variety has attracted the greatest attention, while all others have been a little neglected. Red clover has ruled very strong at steadily increasing prices; only a few days back the feeling became easier, partly caused by cheaper offers from U. S. However, those descriptions are offered sparingly at the present moment, and prices asked are, on the whole, too high. The east of Europe has been offering little on account of small crops. Moreover, there has been the old trouble of the admixture of large-sized dodderseed.

London, Corn Circular, Feb. 2: Red clover has been in great favor, and considerable quantities have been bought in the states and Canada to replenish the stocks of the wholesale houses, which the recent heavy country orders have greatly

engraving presented herewith, won the first prize at the Illinois State Fair, 1902, competing against 80 entries. The prize winner was grown and exhibited by L. B. Clore, Franklin, Ind.

Before the late convention of the Rice Asso. of America S. Locke Breaux said: As we progress in the development of the industry and our crop gets to be nearer a standard grade, it will mean more economical methods of handling by the elimination of the sacks through the building of elevators and handling in bulk. This is what we have got to look forward to; but, precedent to this fact, must be a uniformity in the crops so that we can have standard grades.

The waste heat from the gasoline engine exhaust can be used to warm the elevator office by conducting the hot water from the jacket of the cylinder into an ordinary hot water radiator. A radiator composed of 1-inch pipe, with 1½ to 2-inch inlet and discharge will permit the water to circulate freely for an 8 to 12-h. p. engine; but the radiator must be above the level of the engine, the higher the better circulation. A 3-way valve in the discharge of the radiator should be put in, to return the water direct to the engine or to cooling tank. After the engine has been running a few minutes, and the radiator is hot, turn the water into cooling tank to keep the engine from becoming overheated.

THE SUPPLY TRADE

An advertising agent cannot secure space in this journal one cent cheaper than anyone else.

C. C. Hanch, credit man of the Nordyke & Marmon Co., has been chosen

ery of all kinds. For a concern that has been established only 7 years the Model is certainly forging ahead in a manner very flattering to its managers.

Late sales of Boss Car Loaders by the Maroa Mfg. Co., Maroa, Ill., include shipments to W. F. Banta, Ridge Farm, Ill.; O. F. Kimmel, New Weston, O.; C. E. Bash & Co., Huntington, Ind.; Comstock

Ind., and Kenney Eltr. Co., Kenney, Ill.

Rosenbaum Bros. have begun sending their friends and customers a series of selected quotations. The first one to appear is a good one. It is: "Of course it's good business, when a fellow hasn't much behind his forehead, to throw out his chest and attract attention to his shirtfront. But as you begin to meet the men who have done something that makes them worth meeting you will find that there are no 'keep off the grass' or 'beware of the dog' signs around their premises and that they don't motion to the orchestra to play slow music while they talk."

Advertisers who have placed their business thru advertising agencies until they learned that the agencies were guided by the size of the commission given them by the publisher rather than by the value of a medium in placing their advertisements, will be gratified to learn that a new kind of advertising agent has made his appearance. He will not accept commissions or gratuities from publishers in any form. He insists on the advertiser paying for his services and skill in preparing copy and placing advertising. He selects the mediums which he thinks will do his clients most good, hence cannot be charged with trying to serve two masters. His name is Carl T. Worst, Chicago.

Hopper Bottom Car.

A car the bottom of which is quickly convertible from flat to hopper is shown in the engravings herewith and for which we are indebted to the Railway Review. Besides saving time in unloading this car almost doubles the equipment of any road and reduces the number of cars returned empty.



Interior View When Used as a Dumping Car.

president of the Indianapolis Manufacturers Club.

Never talk yourself dry in your first advertisement. Let your arguments leave the impression that you have a whole lot of good things to say in future announcements.—Jed Scarboro.

The McClure-Buchner Co. has been incorporated at Chicago to manufacture hydrocarbon engines. The capital is \$25,000, and the incorporators are Elmer P. McClure, Albert Buchner and A. D. Cash.

The Chicago Grain Machine Co. has been incorporated at Chicago. The capital stock is \$250,000, and the incorporators are John R. McGurren, Frank D. Wulff and Henry Wulff.

H. L. Day, who was in Chicago last week, reports business good, but he has nearly caught up with orders. On May 1 he will enlarge his shops so as to have all of a 60x150, two-story building at his disposal.

Philip Moser, manufacturer of the New Era Elevator, desiring to increase his business with the addition of more capital, has taken W. R. Blake into partnership, and the business will be conducted as the New Era Elevator Co., Sidney, O.

The Allis-Chalmers Co. has practically completed its new shops at West Allis, a short distance west of Milwaukee, and is rapidly installing the equipment of new tools and appliances for economical and expeditious handling of the work. A good description of this 100-acre plant occupies 8 pages in Steam Engineering of Feb. 10.

The Model Gas Engine Co., of Auburn, Ind., is running its works night and day with 110 men, nearly all skilled machinists. Recently the company has been granted patents on a valuable friction clutch for gas engines and machin-



Interior View When Used as a Box Car.

& Slessman, Clyde, O.; Wm. Drew & Sons, Delisle, O.; Werts, Brown & Rowe, Baltimore, O.; F. L. Kidder & Co., Paris, Ill.; Chris. Lonse, Eldora, O.; Silver & Webber, Huntington, Ind.; I. F. Beard & Co., Huntington, Ind.; Donlin & Ryan, Delphi, Ind.; H. Kerlin & Son, Delphi,

The unloading of grain from the hopper of this car is easily accomplished by opening the lower hopper door by means of a lever with dog and ratchet, on the outside of the end of the car. The entire load is dumped in less than a minute.

Grain Trade News

CANADA.

St. Mary's, Ont.—A linseed oil mill is to be erected.

Dayton, Ont.—Louis Noecker, a grain buyer, is dead.

Lauder, Man.—Lauders Farmers' Eltr. Co. incorporated, \$20,000 capital.

Hartney, Man.—Hartney Farmers' Eltr. Co. incorporated, \$20,000 capital.

Indian Head, Assa.—Jos. Glenn has increased capacity of his eltr. 60,000 bus.

Underhill, Man.—The Underhill Farmers' Eltr. Co. incorporated, \$20,000 capital.

Indian Head, Assa.—Lake of the Woods Milling Co. will erect an eltr. this season.

Winnipeg, Man.—The Manitoba Linseed Oil & Paint Co. incorporated, \$400,000 capital.

Port Arthur, Ont.—J. G. King & Co. are building a 500,000-bu. addition to their grain cleaning eltr.

Fort William, Ont.—Carpenters are at work on Eltr. B, making improvements for the coming season.

Toronto, Ont.—Shippers and business men held a meeting Feb. 4, to urge the creation of a railway commission.

Indian Head, Assa., Feb. 9.—Wheat delivery is about 7,000 bus. per day; weather very mild.—G. B. Anderson.

Morden, Man.—Ed. Austin, grain buyer for the Northern Eltr. Co., lost nearly all his possessions Feb. 10 in a fire at his home.

London, Ont.—Robert Pritchard, senior member of the firm of R. Pritchard & Co. and a well known grain buyer in the west, is dead.

Ottawa, Ont.—A delegation of millers, chiefly from Montreal and Toronto, have asked for the reappointment of the flour standard board.

The Canadian Pacific's Soo line of steamers will make their terminus the coming season at Windsor, Ont., instead of Owen Sound.

Newdale, Man.—The eltr. of the Northern Eltr. Co. is nearly completed, altho' the cold weather has interfered greatly with the work.

Winnipeg, Man.—The Export Eltr. Co. incorporated \$500,000 capital. Incorporators, F. M. March, C. H. March, N. D. March and H. H. Wells.

Toronto, Ont.—The grain dealers will aid the Montreal Corn Exchange in its endeavor to have the government continue the official flour standards.

The Canadian Pacific Railway has made a rate of $\frac{1}{2}$ on grain and grass seeds for seeding to all points on the western division of the road.

Toronto, Ont.—W. D. Matthews & Co., Ltd., incorporated, \$100,000 capital stock. Incorporators, W. L. Matthews, J. L. Love, Robert Gowans, S. R. Wilkie and E. F. Blake.

Montreal, Que.—The Canadian Pacific Ry. has asked permission to construct a conveyor to connect its eltrs. with the conveyor system of the new eltr. being built by the harbor board of commissioners.

Virdeu, Man.—At a meeting of the directors of the Virdeu Grain Growers' Asso., held Feb. 7, a convention was called for Mar. 3 for the purpose of forming a central grain growers' asso. for Manitoba.

Quebec.—The eltr. at the Louise Basin will be enlarged by Mackenzie & Mann, who have acquired extensive interests in the Great Northern Railway of Canada, and will endeavor to develop the grain trade of Quebec.

A test case to decide the meaning of the Manitoba Grain Act has been agreed upon by Commissioner C. C. Castle and the Canadian Pacific Railway, whose agent at Sinaluta was last December convicted of violation.

Winnipeg, Man.—The trial of the suit of Gibbins v. Metcalfe and a score of other members of the Grain Exchange has been postponed until April 4. The hearing, which was to have been held Feb. 17, was postponed at the request of plaintiff.

Free samples of the best wheat, oats, barley, corn and potatoes will be sent to any farmer in Canada who makes application before Mar. 1 to Dr. Saunders, director of the Dominion Experimental Farms, Ottawa, Ont. Only one sample will be sent to each farmer.

Chater, Man.—L. S. Patterson is wanted for having forged the name of the local agt. of E. O'Reilly to several grain tickets on which he secured \$1,500. An eltr. co. at Forest is said to have had tickets stolen on which \$1,400 was secured from a bank in Brandon.

Ottawa, Ont.—A joint delegation has waited upon the government to protest against the unequal rates for the transportation of commodities in Canada compared with the rates for the same service in the United States. During the past season the rate on grain reaching Ontario lake ports by vessel and carried thence by rail to the seaboard was 11 cents per 100 pounds, while the rail rate on grain grown in Ontario was 16 $\frac{1}{2}$ cents.

About 75 per cent of the farmers of Canada prefer to sell their grain by the load to the elevator, and have too small an amount to ship a carload themselves, or do not want to take the trouble. The majority of the farmers do not sympathize with the one who wishes to ship his own grain, but consider the elevator man their best friend. They are opposed to those provisions of the grain act that prevent the elevator man from getting cars in which to ship their grain.

Point Edward, Ont.—The Point Edward Eltr. Co., Ltd., incorporated, with \$200,000 capital stock. Directors, Thos. and J. J. Long of Toronto, D. S. Lasier and J. K. Hooper of Chicago and H. F. Mooers of Kingston. A 500,000-bu. eltr. will be erected and ready for business by Aug. 1. Machinery for a 1,000,000-bu. eltr.; and will be enlarged to that capacity next year. Lasier & Hooper, who do an extensive business in oats in Chicago, will transfer their business that has been going thru Sarnia to Point Edward.

Commissioner G. V. H. Bulyea of Northwest Territory has issued a circu-

lar stating that the Canadian Pacific has promised to facilitate the movement of wheat to Duluth and other points south, if unable to move the grain east on its own lines as rapidly as desired by the shippers. Commissioner Bulyea urges grain dealers and farmers who are holding wheat to deliver at once before the spring rush starts, and to report to the department at Regina whenever the company is not carrying out the grain as fast as the emergency demands.

CHICAGO.

The Open Board has changed its hour of closing to 1:30.

Memberships in the Board of Trade are selling at \$3,750.

W. J. Pope of Pope & Eckhardt Co. is visiting in California.

Isaac L. Ellwood will retire from the firm of Harris, Gates & Co.

Wiley M. Egan, a former Pres. and director of the Board of Trade, is dead.

Joseph Rosenbaum of the J. Rosenbaum Grain Co. has left for a trip in Europe.

The directors of the Board of Trade have called for the annual dues of \$50.

Daniel S. Mugridge, a charter member of the Board of Trade, is dead, aged 69 years.

The Board of Trade has appointed Henry T. Gubbins inspector of hay and straw.

The promotion of the Imperial Glucose Co., to compete with the Corn Products Co., appears to have failed.

The Northwestern Malt & Grain Co. will build an addition, 24x110 feet and 5 stories high, to cost \$25,000.

Hutchins-Evans Com. Co. incorporated, \$10,000 capital stock. Incorporators, Chas. Arnd, Frederick Arnd and Walter True.

Samuel B. Cadow, member of the Board of Trade, is dead. Mr. Cadow was formerly connected with W. P. Harvey and later with Carrington, Hannah & Co.

Patrick J. Kearney, for four years connected with the grain inspection department at Chicago, died at his home at Downers Grove Feb. 17 of hemorrhage of the stomach.

L. W. Bodman, mgr. of Milmine, Bodman & Co., will take a month's vacation. During his absence W. H. Kemp, a member of the firm from New York, will have charge of the business.

Arthur J. Singer, who will become a member of the firm of Harris, Gates & Co. March 1, is a younger brother of Chas. J. Singer, a former leading member of the Board of Trade, but now in Paris.

The creditors of Geo. H. Phillips will get a dividend of 5 per cent to be paid from money secured from judgments on country customers who have been paying up. This makes 45 per cent paid in less than a year.

The improved inspection of oats indicates that the better grades are coming to market. Bidders are getting considerable standard on contracts for No. 3 white. Private elevators are responding to the higher price of standard by putting out more of that grade.

A Chicago mill recently bot 9 cars of Milwaukee No. 2 northern wheat at $\frac{1}{2}$ cent over the price of Chicago May and 2 cars of No. 1 at 1 $\frac{1}{2}$ cents over. Wheat arriving at Milwaukee over the C. M. &

St. P. is sampled there and offered to Chicago buyers as well. If the Chicago price is better the grain is sent thru.

The Board of Trade has refused to make No. 1 and No. 2 hard winter wheat deliverable on contract. The hard winter wheat which would come to Chicago under such a rule would be drawn from Nebraska and Illinois, whereas the choice grades of hard winter are grown in states tributary to the gulf ports. Dissatisfied with the decision of the directors the petitioners have asked for a vote on the question by members.

Firms involved in the July oats deal in a position similar to that of D. B. Pacaud have agreed to share the expenses of conducting his case and will be represented in court by James E. Monroe, who will seek an early settlement as soon as the supreme court shall have established a proper basis by deciding the suit of Waite, Thorburn & Co. Those in the agreement are Rumsey & Co., Al. V. Booth, S. W. Lamson, Sidney Love, Spencer-Denniston, Scott-Barry, Jas. Kistson and Richardson & Co.

Terms of shipment are defined in an amendment recently adopted by the Board of Trade. Excluding the date of sale, the time of shipment on property sold for shipment shall be reckoned from the date of receiving full shipping directions, and shall not include Sundays or legal holidays at point of shipment. The term "immediate shipment" shall mean 3 business days. The term "quick shipment" shall mean 5 business days. The term "prompt shipment" shall mean 10 business days. Nothing, however, in this rule shall be construed as prohibiting special agreements.

To protect themselves from too liberal grading of corn on out inspection by employes of the state grain inspection department, eastern buyers of corn for export have made a practice of contracting for a certain grade subject to approval by one of the official or private samplers. The sampler has special instructions from his client and sometimes can not avoid turning down many cars or whole cargoes, greatly to the disgust of the seller. To remedy this evil the shippers and elevator men contemplate asking the Board of Trade for a new rule establishing a committee to whom to appeal when grain is refused by an official sampler.

The July oats imbroglio assumes a new phase as often as passed upon by committees or courts. Broughton-Nichols have filed a claim against Pratt & Buckley alleging that Aug. 14 the special committee appointed by President Warren indorsed down the Broughton-Nichols margins to Hulburd-Warren, which was done on a protest by Broughton-Nichols, and that the courts have since decided the action illegal both from the standpoint of the law and of the charter rights of the board. Broughton-Nichols now refuse to abide by the arbitrators' decision and have brought the matter before the directors. Pacaud is waiting for a decision of the courts in the Waite, Thorburn & Co. case, which will fix the price on which he contemplates collecting a difference from some one.

COLORADO

Berthoud, Colo.—The inventory by the assignee of the Farmers Milling & Elevator Co. shows \$32,000 assets and \$67,000 liabilities. Warehouse certificates is-

sued for wheat supposed to have been in store are worthless. The receipts call for 2,600,000 pounds of grain, and the company has on hand only 381,000 pounds.

ILLINOIS.

Shirley, Ill.—J. L. Douglas is erecting a 25,000-bu. eltr.

Potomac, Ill.—John C. Koehn has succeeded W. F. Cordell.

Carterville, Ill.—Robert M. Lupfer has sold his grain business.

Ashmore, Ill.—Chas. R. Mitchell will install feed machinery in his new eltr.

Viriden, Ill.—Chaffin & Alderson paid \$7,000 for the eltr. of E. R. Ulrich & Sons.

Bloomington, Ill.—J. C. Means has bot a half interest in the business of J. C. McCord.

Shannon, Ill.—We read the Journal and consider it of great value.—Shannon Grain Co.

Plainfield, Ill.—Kersten & Smiley are having an Ideal Car Loader placed in their elevator.

West Brooklyn, Ill.—The plant of the Atlas Eltr. Co. burned, valued at \$15,000, insured for \$4,500.

Reynolds, Ill.—The eltr. recently purchased by Newton Crawford is open and ready for business.

Allenville, Ill.—P. O'Bryant will have charge of the eltr. recently purchased by the Mattoon Eltr. Co.

Tabor, Ill.—Thos. Ryan, of Lincoln, has purchased the eltr. formerly owned by Suttle & Wisnerwell.

Savoy, Ill.—A corn bin in Murray's eltr. broke Feb. 1 and 5,000 bus. of corn was let out onto the ground.

Pisgah, Ill.—The first car of lumber for the eltr. of W. C. Calhoun is on the ground and work will begin at once.

Kankakee, Ill.—Threshermen organized Feb. 13 and raised the charge from 6-10 to 1 cent per bu. for shelling corn.

Cairo, Ill.—The cooper-shop of the H. L. Halliday Milling Co. burned Feb. 2. Loss estimated at \$9,000. Will rebuild at once.

Tabor, Ill.—The farmers of this vicinity have organized the Farmers' Eltr. Co. and will build a 50,000-bu. eltr. Capital to be \$10,000.

Mazon, Ill.—The Mazon Grain Co. incorporated, \$30,000 capital stock. Incorporators, H. E. Mammon, M. S. Dewey and O. B. Fuller.

Paxton, Ill.—The P. Larson Co. incorporated, \$22,000 capital stock. Incorporators, Urban L. Walker, E. G. Summers and H. F. Arnold.

Highland, Ill.—A site has been secured for the eltr. of the F. M. B. A. Eltr. Co. and erection will begin as soon as the weather will permit.

Herrin, Ill.—Walker & Summers incorporated, with \$12,000 capital stock. Incorporators, U. L. Walker, E. G. Summers and H. F. Arnold.

Mackinaw, Ill.—The Mackinaw Eltr. Co. incorporated, \$5,000 capital. Incorporators, Jesse S. Wilson, Jacob Hofmann and Frank Horford.

Weston, Ill.—The Weston Grain Co., a farmers' eltr. company, has been organized with \$8,000 capital. W. W. Shedd is pres. and G. W. Eckhart secy.

Seneca, Ill.—The Seneca Grain, Lumber & Supply Co. incorporated, \$20,000

capital. Incorporators, A. M. Markeson, Thos. J. Dunn and A. L. Irwin.

Strawn, Ill.—The farmers in this vicinity have nearly enough stock subscribed to build an eltr. which they contemplate building in the spring.

Longview, Ill.—The Longview Grain & Coal Co. incorporated, \$4,000 capital stock. Incorporators, Jas. B. Driver, Chas. Forner and Wm. Chapman.

Taylorville, Ill.—The eltr. of Adam Ritscher slid off its foundation Feb. 4, caused by the unequal thawing of the ground. The eltr. was filled with corn.

Atwood, Ill.—The Atwood Grain & Coal Co. has begun operations in the eltr. which they purchased from Hawks & Helton. W. J. Archer is the buyer and mgr.

Pontiac, Ill.—C. C. Smith and S. L. Morrison have let the contract for the erection of a 20,000-bu. iron-clad eltr., 24x34 and 54 feet high, to cost about \$5,000 and to be finished by Apr. 1.

The farmers in the vicinity of Chatsworth, Ill., who decided not to form a farmers' eltr. co. until it is learned how other such companies have resulted, are to be commended for their good sense.

Sidney, Ill.—Farmers in the vicinity of Sidney are discussing the question of a farmers' eltr. and have decided to raise the money for the building by selling stock at \$25 a share, no person to be sold more than 8 shares.

Mason City, Ill.—The Farmers Grain Dealers Asso. of Illinois has incorporated. The officers are: Pres., J. C. Collins of Tuscola; 1st vice-pres., F. D. Houghan of Howard; secy., John A. McCreery of Mason City, and treas., J. B. Abbott of Mason City.

Lee Kincaid, who is credited by newspaper reports emanating from Peoria, Ill., with making arrangements to organize the Ill. Grain Eltr. Owners' Asso., is not engaged in the grain business and has not been for several yrs. He is a banker and coal operator, owning mines at Athens, Ill.

The January supplement No. 1, to the Directory of Illinois Grain Dealers contains some errors. At Minier, Ill., Quigg & Tanner are credited with going out of business, when the firm has no such intention. The same error is made in the case of the E. W. Houghton Lumber Co., Van Orin, Ill., which declares emphatically that it is still in the grain business.

A bill has been introduced into the Illinois legislature amending the warehouse law by providing that the maximum charge for the storage and handling of grain shall not be more than 1/2 cents per bu. for the first 5 days and 1/8 cent for each 5 days thereafter. Grain damp or liable to early damage may be subject to 1 cent per bu. storage for the first 10 days and 1/4 cent for each additional 5 days.

Senator Pemberton has introduced a bill in the Illinois legislature legalizing the collection of demurrage charges of \$1 per day for each day's delay in unloading a car. Country grain dealers are interested in another reciprocal provision of the same bill providing that railroads must furnish cars for carload shipments within 48 hours after they are ordered, such cars, when placed, to be loaded within 24 hours. For every 24 hours of delay the railroad company is required to pay damages of \$2 per car, to be deducted by the consignor from the freight bill.

INDIANA.

Lebanon, Ind.—H. C. Clark of Colfax has bot out Morrison & Finch.

Colfax, Ind.—L. H. Jordan of Throntown has purchased the eltrs. of H. C. Clark at Bowers and Colfax.

Auburn, Ind.—Frank A. Borst is the active manager of the grain business of his father-in-law, L. J. Miller.

A bill has been introduced into the Ind. legislature making it unlawful to conduct a bucket-shop. Hurrah for Ind.!

The landlord lien bill, Senate file 79, which was defeated in the house, is to be reconsidered and will be called up to-day.

Galveston, Ind., Feb. 12.—Wheat looking fine in this section; elts. tied up on account of no cars. Lots of damaged corn from shocks, late husking and open cribs; quite a bit of wheat and oats to move yet.—John M. Enyart.

Grabill, Ind.—The Witmer Grain Co. incorporated, \$10,000 capital. Incorporators, Jos. Witmer and Jos. Grabill of Grabill, Emil Erhart, C. G. Egly, Michael Zehr and Fred Neaderhauser of Berne, Samuel Egly and Nathan Shepherd of Geneva.

Fort Wayne, Ind.—On account of the small attendance at the meeting of the Northwestern Ohio and Eastern Indiana Grain Dealers Asso., Feb. 12, no action was taken on the matter of dividing the asso. between the Ohio and the Indiana state assos.

The grain dealers who are the worst sufferers on account of the poor service by the railroads should rally to the support of the bill establishing a railroad commission in Indiana and prepared by the legislative committee of the Indiana Grain Dealers Asso.

Logansport, Ind.—I am "blessed." Have plenty of room in my eltr., been able to secure cars for every load of corn I wanted to ship to the seaboard this winter and think I have good credit at any of the 5 banks here. Have a good wife and 5 children, vote the Prohibition ticket straight; at peace with all the world and expect to die happy.—W. E. Hurd.

House Bill 174, to permit mutual fire insurance companies of other states to do business in Indiana under the same conditions required of Indiana companies passed the house Feb. 12 without a single negative vote. Opposition by the stock companies was strong, but useless in the face of support by the grain dealers, millers and manufacturers. The bill will pass to the insurance committee of the senate, where, unless its friends are awake, it may be smothered to death. Grain dealers should write their senators at once asking that House Bill 174 be brought out of the insurance committee and voted on without an alteration or amendment.

There seems to be some question as to the fate of the fire insurance bills introduced into the Indiana legislature for the benefit of the citizens. The insurance companies' bills have gone through, as there is no united effort to oppose them, but the citizens' bills are held up by the maneuvers of the stock companies' lobby. House bill 174 is a bill to permit the admission of mutual companies of other states. This was passed unanimously by the house Insurance committee and by vote of the representatives. It has been blocked for over 10 days in the senate insurance committee by the stock companies. It is expected to be brought through with a divided report and has good

chances on the floor of the senate. Senate bill 212 to prevent insurance companies uniting to make rates and shut off competition has been killed in committee. House bill 343, known as the Tarkington bill, is for the same purpose, but more practical. It provides for the rates to be made by the local agents and not from headquarters in Chicago. As the property owner deals with the local agent, he can then get a hearing and some hopes of redress. The law has been a success in Wisconsin. H. B. 343 has been reported favorably by the committee and is now in the house for 2d and 3d reading. Whether the mutual bill succeeds or not, every grain dealer and property owner is interested in H. B. 343 and should so notify his representative. That is the only way to convince the legislator over the arguments of the lobby. Plenty of evidence of this kind shows what is wanted at home.

IOWA.

Charter Oak, Ia.—W. C. Johnson is out of business.

Luray, Ia.—Whaley & Dunlap have succeeded Retz Bros.

Templeton, Ia.—Meis & Book have succeeded C. Meis & Co.

Cambridge, Ia.—Inglis Bros. have succeeded Johnson Bros.

Allison, Ia.—A. J. Froning has succeeded Ontges & Ibling.

Washington, Ia.—Wm. A. Whiting has succeeded R. M. Wilkenson.

New Liberty, Ia.—E. F. Jockeck has succeeded Jockeck & Lamp.

Wauke, Ia.—The Des Moines Eltr. Co. is building a new engine room.

Ft. Dodge, Ia.—The Vigor-O Health Food Co. will build a cereal food factory.

Grundy Center, Ia.—F. D. Froning of St. Clair will succeed E. W. Ellis March 1.

Hedrick, Ia.—C. H. Crawford, Central Fuel & Grain Co. and Mr. Thomas are out of business.

Arnolds Park, Ia.—W. H. H. Myers, formerly in the grain business at Milford, and recently here, is dead.

Manchester, Ia.—Turner & Fraser have opened the old grain eltr. in the Illinois Central yards and will buy oats.

Gilmore City, Ia.—C. W. Edington is tearing down the old eltr. and will erect a larger and more modern one on the site.

Cambridge, Ia.—M. M. Mason, formerly with the St. Paul & Kansas City Grain Co., is now agt. for the Diamond Grain Co.

Lawler, Ia.—The grain eltr. of Gilchrist & Co. burned. Loss estimated at \$3,000.

Keokuk, Ia.—O. A. Talbot & Co. of Osceola will build an eltr. and about May 1 will remove their general offices to Keokuk from Osceola.

Somers, Ia.—E. C. Hanson of Callendar has accepted a position with the Richey Grain Co., to run their new eltr. between Somers and Moorland.

Sioux City, Ia.—A meeting attended by 50 members of the Iowa Grain Dealers Asso. was held Feb. 5 at the Mondamin hotel. A few Nebraska dealers were present.

Wheelerwood, Ia.—E. G. Nelson has pleaded guilty to the charge of embezzlement. He was the mgr. for the Northern Grain Co. and is said to have taken near-

ly \$3,000, \$2,500 of which he has refunded.

Marshalltown, Ia.—Discontinue my advertisement in the Grain Dealers Journal, as I have accepted a position with M. P. Harris of Lee, Ill., which suits me best of the several that were offered.—F. E. Plum.

Yetter, Ia., Feb. 17.—Not much corn shipped from my stations on account of scarcity of cars, but will when car shortage eases up; corn grading mostly No. 4 white; very little feeding done in this locality.—C. H. Eckery.

Correctionville, Ia.—Some of the wheat sold to the Moorehead eltr. lately is said to have been weighed down with bricks. Little difference was made in the weight, but several dollars' worth of damage was done to the machinery. Honest farmers.

KANSAS.

Wamego, Kan.—Lots of corn moving.—C. E. Chandler.

Simpson, Kan.—A farmers' eltr. is to be erected in the near future.

Belleville, Kan.—M. C. Harrison has succeeded the Belleville Eltr. Co.

Wichita, Kan.—The Stevens-Scott Grain Co. will build a 75,000-bu. eltr.

Neosho Falls, Kan.—The Neosho Falls Roller Mills has put in new machinery.

Wamego, Kan.—C. W. Lord of Delphos is building a mill with a capacity of 125 barrels.

A bill has been introduced in the Kansas house to repeal the bucket-shop law passed in 1899.

Parsons, Kan.—The eltr. of J. K. Davidson & Co. burned Feb. 3. Loss \$80,000; insurance \$40,000.

Jim Butler is convinced that the outlook for this year's crop of suckers is disparagingly poor.

Summerfield, Kan.—Geo. Craven, mgr. of the Craven Grain Co., writes that he has purchased the eltr. of M. G. Heald.

John W. Radford of Kansas City, Kan. has been appointed grain inspector for the state of Kansas to succeed B. J. Northrup.

Yates Center, Kan.—Wm. Bashor of Neosho Falls has built a corn mill with a capacity of 2 cars daily.—Wm. B. Rowley, Neosho Falls.

Kelley, Kan.—Kramer, Burberry & Thompson have succeeded H. W. Cole. Mr. Cole expects to engage in the grain business in Oklahoma.

Anthony, Kan.—The city of Anthony has induced an Illinois company to erect a 1,000-barrel flouring mill and a 50,000-bu. eltr.

By refusing to permit sale of their grain subject to reinspection more than 24 hrs. after, shippers to Kan. City will avoid being required to guarantee quality forever.

Very few delegates from Kansas attended the convention of farmers eltr. co. Feb. 11 and decided to form a company to combine the shipments of the individual companies.

Dealers who are members of other assos. in good standing are cordially invited to attend the 6th annual meeting of the Kansas Grain Dealers Asso. to be held at Kansas City Mar. 24 and 25.

The Farmers Industrial Federation should not be confounded with the Butler aggregation. The federation is doing business for a margin of profit the same

as regular dealers and is recognized as a legitimate dealer.

Senator Harris' bill establishing a grain commission to establish grades of grain should have the support of every grain dealer and miller in Kansas. It will give the grain dealers and millers a voice in the making of grades.

Topeka, Kan.—The Bucklin bill, which would give threshers a prior right to grain threshed by them and permit them to take immediate possession, if they thought there was any danger of their losing their money, was thrown out of the House.

Wichita, Kan.—The Southwest Grain & Flour Co. was organized at the meeting of the Southern Kansas Miller Club, held Feb. 14. This company is formed on a co-operative basis to compete with the eltr. companies, controlled by the railroads, in exporting grain from this section.

Nashville, Kan., Feb. 16.—Our wheat bids fair at this season of the year and a large acreage was sown last year. We need a good eltr.; nothing of the kind here, and we will have a large crop to move this next year; we had to waste too much wheat last year by heaping on the ground waiting for cars.—A. V. Kennedy.

Atchison, Kan.—On account of the car shortage E. J. Small of the Atchison Live Stock Co., has had a novel experience. Mr. Small says: A shipper from Humboldt, Neb., began sending me shelled corn some time ago, his first shipment being two cars. He wrote me at the time and said the railroad had been unable to furnish him all the cars he desired, so I should immediately return the two cars to him. Since that time I have received fourteen cars of corn from this man, and it came two cars at a time, and always these same two cars. We now call them our "specials."

A bill has been introduced in the Kansas legislature declaring it unlawful for any person or persons or corporations to combine or confederate or agree to act together for the purpose of controlling, regulating or in any way affecting the price of grain in the state of Kansas, or at any point in the state of Kansas, and it shall be unlawful for any person or corporation to contract or agree with any other person or corporation to divide territory or profits or give rebates or discounts for the purpose of affecting the purchase or sale of grain at any point within the state of Kansas or to in any way interfere with the free and open competition of grain in the market within the state of Kansas.

A bill has been introduced in the Kansas legislature providing that any company, person or association can acquire a site for a warehouse or grain elevator on the right of way of a railroad. An application must be made to the road for a site, and, if the company within ten days does not agree to promptly erect a warehouse of its own at that station, it shall grant the independent company the right to build a warehouse or elevator. In case the railroad refuses to make the grant the warehouse or elevator company can go into the district court and procure an easement by condemnation proceedings. The condemnation commissioners shall fix the amount of rental. The elevators or warehouses are made public warehouses or elevators subject to legislative control and must be kept open during the grain shipping season.

KANSAS LETTER.

J. A. Wood has purchased the elevator of J. Shinnberger of Wakefield, Kan.

Dealers in all parts of the state are suffering from extreme scarcity of railroad equipment.

The new Stevens-Scott Grain Co. contemplates operating several country eltrs. in the vicinity of Wichita.

E. J. Smiley, secretary, and L. Cortelyou, president of the Kansas Grain Dealers Asso., attended a meeting of the Advisory Board of the Grain Dealers National Asso. which was held in Kansas City, Feb. 18.

A meeting of the local dealers of that vicinity was held in Atchison, Kan., Thursday evening, Feb. 19, and among those present were: R. W. Corneilson, Reserve; R. M. Stewart, Reserve; E. Chase, Padonia; N. Salisbury, Hiawatha; Samuelson & Nelson, Hiawatha; Lambole & Johnson, Everest; Geo. G. Baker, Everest; Jas. Purcell, Purcell; Geo. W. Potts, Dentinville; Jas. L. Stansbarger, Huron; Jno. W. Cain & Co., Lancaster; J. E. Duncan, Shannon; Gregg Bros., St. Joe; J. H. Cavanaugh, Effingham; C. E. Smith, Effingham; Hedge & Brown, Whiting; Johnson & Leuck, Netawaka; J. T. Bristow, Wetmore; W. M. Recke- wey, Wetmore; Goffs Gr. Co., Goffs; A. D. Crooks, Vermilion; W. T. Buck, Vleits; Representatives of the Greenleaf-Baker Gr. Co., Atchison, Denton Bros., Leavenworth, and S. R. Washer Gr. Co., Atchison; Lanzrath & Greenheck, Nortonville; Neill & Beyer, Arrington; L. Cortelyou, Muscotah, and E. J. Smiley, secretary of the Kansas Grain Dealers Asso.—A. M. P.

KENTUCKY

Dycusburg, Ky.—M. B. Charles is new in the grain business.—F. B. Dycus & Co.

Paducah, Ky.—The broom corn warehouse of Meyers, Bridges & Co. burned. Loss, \$20,000.

MARYLAND

Baltimore, Md.—Thos. P. Loney, grain commission dealer, was married Feb. 17 to Miss Grace H. Richardson.

Baltimore, Md.—The Northern Central Ry. Co. will build a 1,000,000-bu. eltr., which will cost about \$500,000.

Baltimore, Md.—Lederer Bros. received from Ohio, over the B. & O. what is perhaps the largest car of oats ever received here. The car contained 2,600 bus., or 84,000 pounds.

Baltimore, Md.—The hours for the grain calls on Saturday have been changed from 10:30 and 11:45 to 10:30 and 11 a. m. and there is talk of having only 1 Saturdays, at 11 a. m.

Baltimore, Md.—At the directors meeting of the Chamber of Commerce, held Jan. 9, the following were appointed on the arbitration committee; Geo. T. Gambrill, Douglas M. Wylie, Chas. C. Macgill, Wm. R. Hammond and Geo. Frame.

Baltimore, Md.—In order to settle the loss in the Canton Elevator fire those having grain in store have been asked to submit at once proofs of loss to their respective insurance companies on a basis of the following prices: Wheat—No. 2 red, winter, 80 cents; steamer, 75½; No. 3, 75¾. Corn—Mixed, 52¼ cents; No. 2 white, 52¼; steamer, 50; No. 3, 48½. Rye, 57½ cents. Underwriters and the grain dealers have disagreed as to the value of No. 2 red winter, offering 77 cents, while 80 cents is asked.

Baltimore, Md.—At the first monthly meeting of the new board of directors of the Chamber of Commerce, held Feb. 9, Chas. McDonald, Jr., was reappointed chief inspector of grain, Henry E. Grape 1st assistant inspector and the following as assistant inspector: C. J. Grumbine, Samuel D. Thomas, Jos. Wirth, Lloyd Dorsey and David Larkin, S. Rowe Brunnett, Sr., was reappointed as hay inspector and Chas. Beck as his assistant. Wm. M. Conn was reappointed chief weigher.

MICHIGAN.

Bloomington, Mich.—The Bloomington Produce & Lumber Co. will erect a large eltr.

Adrian, Mich.—T. J. Haybarker & Co. of Pittsford will erect a hay and grain building, 200x30 feet, on the line of the Detroit Southern.

Allegan, Mich.—The National Bean Food Co. has organized and when \$25,000 worth of stock has been sold will build a factory for making the food.

Battle Creek, Mich.—The U. Wanta Breakfast Food Co. incorporated, \$2,000,000 capital. D. Z. Curtis of Detroit pres. and James Slocum of Flint secy and treas.

Bad Axe, Mich., Feb. 16.—Grain coming into market in better shape at present than in the fall; nearly all the grain marketed; about the largest crop out is beans, and they are very poorly marketed.—O. W. Leoffler.

Decatur, Mich., Feb. 9.—The growing crop is doing well, protected with snow; think the acreage is a little below normal; about 40 per cent left in farmers' hands; about ½ of it low grade being grown.—P. M. Young.

Grand Rapids, Mich.—The Chicago Board of Trade has applied to the United States court for an injunction to restrain the illegal use of its market quotations by the following alleged bucket-shop operators: George Ellis, Jesse T. Burgett, Judson Forsythe, Albert C. Horton, Fred C. Dehn and Dill Burgett of Grand Rapids and Edgar Flansburg and William F. Brown of Kalamazoo. Defendants are required to appear in court Mar. 9.

In the appeal of the J. B. Rice Seed Co. and the Cleveland Seed Co. from the decision of the collector of customs at Port Huron, Mich., the Treasury Dept., Feb. 10, reversed the ruling of the collector upon Canadian field peas and affirmed his ruling on marrowfat peas, which are required to pay the full duty of 40 cents per bu., as seed peas. The Canadian beauty peas are declared to be dutiable at 30 cents per bu., as dried peas.

Lansing, Mich., Feb. 10.—Fred M. Warner, secretary of state, in his monthly crop report states that during January both the temperature and precipitation were practically normal. Conditions were very much the same all over the state. There was very little freezing and thawing and consequently no damage to wheat. Farmers' deliveries of wheat at mills and elevators during the 6 months prior to Feb. 1 aggregated 2,472,978 bus., against 2,825,362 bus. for the corresponding months of 1901-2.

MINNEAPOLIS

Nye, Jenks & Co. have amended their articles of incorporation, increased their limit of indebtedness from \$600,000 to \$2,000,000 and the directors from 5 to 7.

Ray Nye and Jas. Bradley are the new directors.

E. W. Kneeland has succeeded Kenneth R. Guthrie as mgr. of the Duluth Eltr. Co.

H. L. Dodge, who has been mgr. for the Sheffield-King Milling Co. at Ellensdale, has been appointed traveling auditor.

The poor condition of corn coming from parts of Iowa and Nebraska has caused some loss to Minneapolis grain dealers. Recent experience is leading them to leave wet corn alone.

The new building of the Chamber of Commerce was thrown open to the public one Sunday. A musical program was rendered, and the price of admission, 25 cents, was collected for the benefit of the famine sufferers in northern Sweden.

The starting of the new oil mill of the J. H. Daniels Linseed Oil Co. was delayed again, but it is now in full operation with its 21 presses. A small eltr. with a capacity of 15,000 bus. is connected with the mill and a steel tank is being built that will have a capacity of 125,000 bus.

Minneapolis millers, who for years have been able to procure cut rates by means of their traffic bureau and the ability to throw their combined shipments to the line making the cut, are about to feel the screws of the railroad combination, which for the first time, is insisting upon a strict compliance with car service rules. Millers who fail to load or unload promptly find their car supply cut off.

The Chamber of Commerce transportation committee has taken up the fight of the Minneapolis millers for the removal of the alleged discrimination against Minneapolis and in favor of country mills. The big millers seek to deprive the outside millers and elevator men of the advantage of milling and cleaning grain in transit under the reduction of rates made Aug. 28. The Chicago, Milwaukee & St. Paul under these new rates, allows wheat consigned to Minneapolis to be rebilled to Chicago and intermediate points and go forward on the $7\frac{1}{2}$ c rate, with the privilege of milling-in-transit. The local to Chicago is 10c. Under this arrangement mills intermediate between shipping points and Minneapolis enjoy a rate with milling-in-transit privileges, which is $2\frac{1}{2}$ c under the rate on wheat from the same shipping points to Minneapolis, plus the local from Minneapolis to Chicago, and the same privilege is extended to mills below Minneapolis located on the main lines of the Chicago & Northwestern, the Chicago, Milwaukee & St. Paul and the Minneapolis & St. Louis railways.

MINNESOTA.

Myrtle, Minn.—J. E. Barron and Chas. Beatty will erect an eltr. this spring.

Pine Island, Minn.—An explosion of oil caused a fire loss of about \$100 in the Farmers' Eltr.

Winnebago City, Minn.—The eltr. of Hubbard & Palmer burned. Loss, \$10,000; well insured.

Elbow Lake, Minn.—The Atlantic Eltr. Co. is rebuilding its eltr., which was burned a short time ago.

Kenyon, Minn.—C. T. Sidwell, formerly of Florence, Ia., has accepted a position with the Iowa Eltr. Co.

Empire City, Minn.—The St. Paul & Kansas City Grain Co. has opened its eltr. with Jacob Schuler as buyer.

Red Wing, Minn.—The new crusher of the Red Wing Linseed Mills is in operation with 3 presses, but has machinery for 10 presses. M. K. Simmons is pres. of the company.

Fertile, Minn.—The Garfield Eltr. & Investment Co. incorporated, \$10,000 capital; Nels Clementson, pres.; Hans Juellson, vice-pres.; Knut Nelson, secy.; and Norman Harrison, treas.

Senator Torson's bill against bucket-shopping also provides that all brokers shall furnish every customer a written statement of any sale with the names of purchaser and seller.

Mankato, Minn.—The city council has created the office of public weighmaster, and has appointed F. T. Enfield at a salary of \$50 per month. The city will use leased scales until summer.

New Prague, Minn.—The Century Eltr. Co. incorporated, \$200,000 capital stock. Incorporators, F. A. Bean, Sr., F. A. Bean, Jr., and L. Harvey of New Prague, W. S. Turner of Blue Earth and C. F. Pride of Wells.

A bill has been introduced into the legislature of Minnesota designed to check the ravages of grasshoppers. It empowers boards of county commissioners to have lands plowed that are infested, on certificate of the state entomologist.

A petition has been offered in the Minnesota legislature urging the passage of a bill to protect the farmers in their dealings with grain and eltr. men, and suggesting that the scales on which the grain is weighed be owned by the various municipalities.

The Minnesota state labor commissioner's annual report, just published gives the wages of engineers in grain elevators as \$13 to \$30 per week, the greater number getting \$16. Other skilled labor in elevators is paid \$12 to \$20, and the unskilled \$9 to \$12.

Life has been made a burden to line house agents in Southern Minnesota and South Dakota on account of the wheat having been damaged by wet weather after maturity. Between the farmer claiming that the grain was nearly as good as ever, and the manager at headquarters insisting that the wheat is being graded too high the country agent has been kept in hot water most of the time. Farmers' elevator companies are believed to have lost heavily from the same cause, but stockholders will not become aware of it until the close of the season.

The bill introduced in the Minnesota senate providing that all grain and stock quotations coming into or originating in the state shall be public property is alleged by its sponsor to be in the interest of the farmers. As grain quotations now are free to all at 15-minute intervals the farmers can obtain more frequent reports than they have any legitimate use for. Does the Minnesota senator imagine that the farmer stands by the ticker tape in hand when he sells his wheat? The passage of this bill would be a blow at the Chamber of Commerce and a boost for the bucket-shops.

Howard Lake, Minn.—Farmers near Howard Lake who were identified with the Farmers Eltr. Co. in an attempt to deprive the middleman of his profits have learned by bitter experience that those profits are not so exorbitant after all. The company was formed in 1891 and when it went into the hands of a receiver had incurred liabilities of \$6,000, after liquidating which the stockholders

will receive back only \$2.50 for each \$10.00 paid in. The attempt of L. W. Terry, wheat buyer for the company, to gain control led to the discovery by the cashier of the bank to whom the shares were offered as collateral for a loan, that the company had no legal existence, the charter having expired by limitation after 10 years. A private party bot the house in December for \$4,200. Terry has a claim for services as receiver that the stockholders are contesting and which will be heard in court at Buffalo in April.

MISSOURI.

Ewing, Mo.—W. K. Boudreau will increase his storage capacity 5,000 bus.

Kansas City.—Thayer Com'n Co. has announced that it will discontinue business.

The Ernst-Davis Grain Co., Kansas City, now have the Ware & Leland wire in its office.

St. Louis, Mo.—Certificates of membership in the Merchants Exchange sold last week for \$350.

Monett, Mo.—It is expected that the eltr. and mill of the R. C. Stone Milling Co. will be rebuilt.

Brashear, Mo.—M. B. Sherwood has sold his grain business and will engage in the hardware business.

Losers in bucket-shops will be enabled to prosecute without putting up a bond for costs if Senator Farris' bill becomes law.

St. Louis, Mo.—W. H. Karns, formerly with Daniel P. Byrne & Co., will take charge of the hay shipments for J. R. Lucas & Co.

St. Louis, Mo.—The Miller Grain Co. incorporated, \$10,000 capital stock. Incorporators, C. E. Miller, M. W. Feuerbacher and August Miller.

St. Joseph, Mo.—The M., K & T. has given notice that no grain will be received from other roads until the present congestion of traffic is relieved.

St. Louis, Mo.—The Central Grain & Stock Co. incorporated, \$50,000 capital. Incorporators, Jacob R. Holmes, A. B. Ellison, Walter S. Smith and Henry C. Guilbert.

St. Louis, Mo.—The Pontiac Grain & Investment Co. incorporated, \$20,000 capital. Incorporators, Chas. Cuff, Wm. Alcock, Chas. Powers, A. D. Lorimer and Percy Lemman.

Barry County farmers have asked the Missouri legislature to request the federal government to create a farmers board of trade to regulate the prices of farm products. Good job for the fool-killer.

St. Louis, Mo.—The Brinson-Waggoner Grain Co. will on March 1 succeed the Brinson-Judd Grain Co. The officers of the new company will be E. L. Waggoner, pres.; B. L. Slack, treas.; Albert Cox, secy.

Grain dealers on the Carthage branch of the Burlington have been deprived of quotations by the taking off of the mail train 3 days a week. Letters mailed in Quincy, Ill., Saturday will not reach them until Monday evening.

St. Louis, Mo.—Notice was given by the C., B. & Q. R. R., Feb. 17, that orders would not be accepted for the movement of any of its cars to East St. Louis. All grain arriving will have to be unloaded into Burlington or Rogers Elevators.

The Burlington railroad has given notice that: We cannot accept grain destined to Kansas City, St. Louis, or East St. Louis, or to points beyond our rails when routed via Kansas City, St. Louis, or East St. Louis. This order cancels all conflicting orders in effect up to date of Feb. 17.

Kansas City, Mo.—The rentals of the Board of Trade have been increased from \$2,733 a month, to \$3,720, or 36 per cent on an average to members and 30 per cent to non-members. Grain men assert that this will make the rents higher than any building in the city.

St. Louis, Mo.—The L. & N., I. C. and M. & O. are refusing to allow cars to be sent to their tracks for sacking or transferring. The Wabash will not route cars to points south unless homeward bound. The Missouri Pacific will permit no cars to go to outside points or to connecting lines. More transfer eltrs. needed.

Kansas City, Mo.—The Garrett-Kennedy Grain Co. incorporated, \$10,000 capital. Pres., W. L. Garrett and secy. and treas., J. H. Kennedy. The new company has memberships in the Kansas City and Chicago Boards of Trade and the St. Louis Merchants Exchange. Mr. Garrett was formerly with the Simonds Grain Co. and has just resigned from the management of the Board of Trade clearing house, but is still one of the directors. Mr. Kennedy has been in the grain com. business for 10 years.

St. Joseph, Mo.—The new Board of Trade has received 37 applications for membership. Feb. 14 a committee on arbitration was appointed, consisting of William Burke, chairman; R. M. Davis, J. C. Gregg, R. E. Creal and L. C. Burnes. The weights committee was not appointed, as the board found that there is one man whose presence on such a committee is greatly desired but who was not yet a full member of the organization. An appeal inspection committee was appointed consisting of W. H. Harroun, chairman; Henry Lichtig and W. H. Whimple. T. C. Matthews was named for hay inspector. T. P. Gordon was appointed to locate rooms for the next meeting.

The management of the Kansas City Board of Trade seems to be in the hands of men possessed of a determination to enforce its rules. The Frazier-Smith Grain Co., which was incorporated some time ago for \$2,000, half paid up, sought assistance from railway station agts. and offered them \$1.50 per car for all grain turned to them. The company advertised itself as members of the Kansas City Board of Trade and in order to save brokerage on its business had sold one share of its stock to D. W. Dehoney, who handled its business on the floor. Mr. Dehoney was also made pres. of the Co. As soon as the arrangement was discovered Mr. Dehoney sold his stock and severed his connection with the Co., but this did not satisfy the directors of the board who held that Dehoney had violated the rules and accordingly he was fined \$100.

Kansas City, Mo.—Members of the Board of Trade have been notified by the owner of the building occupied by the Exchange that rents would be advanced about 36 per cent on the expiration of the lease July 1. Immediately various plans were considered to avoid paying the increased rental, but none have been suggested that could be made effective without cost. The Exchange building

was erected by the Board of Trade 15 years ago at a cost of \$750,000. Altho the site had been given gratis the board could not pay for the building alone, and it was sold under foreclosure for \$300,000 to Richard Gentry, who conveyed the property to the Guardian Trust Co. As the members of the board could have bot the building 5 years ago for \$300,000 they are very unwilling to pay the increased rental which would net the present owner a clear 5 per cent on \$800,000 above all expenses, taxes, insurance, and maintenance. By failing to take advantage of the opportunity the board has practically lost a half million. The Guardian Trust Co. has been paying into the treasury of the board \$500 a month as a bonus, and this fund amounts to \$30,000. The company also has given the board free of all rent the use of the large trading hall and the rooms used by the secretary and directors. The Commercial Club and other tenants feel that times are better and will pay the increase without a murmur.

NEBRASKA.

Tecumseh, Neb.—Wirt & Roach have succeeded the Wirt Mill & Eltr. Co.

Western, Neb.—Thos. Cochran has bot the interest of C. O. Lindeburg in their eltr.

Roseland, Neb.—John Duncan has bot the interest of his brother in the Duncan Bros. eltr.

Hasting, Neb.—Peter McIntosh has resigned his position as manager for the Nye-Schneider-Fowler Co.

Omaha, Neb.—The Geo. A. Adams Grain Co. of Kansas City has opened an office, 224 Board of Trade.

Lyons, Neb.—The Holmquist Grain Co. will build an addition to its eltr. which will nearly double the capacity.

Arlington, Neb.—At the close of the January business of the eltrs. it was found that 100 cars of grain had been shipped during the month.

Virginia, Neb.—The eltr. of the Farmers Grain & Eltr. Co. is completed. It has a capacity of 10,000 bus. and is equipped with a 5 h. p. gasoline engine.

North Bend, Neb.—The North Bend Grain Co. has purchased the implement branch of the Walrath & Sherwood Lumber Co. for \$6,000 and will retain C. R. Ogilvie in charge.

Smithfield, Neb.—The new eltr. of J. French is in operation at Darr, the new station on the U. P. Ry., 8 miles west of Lexington, and a good grain point. Mr. French has installed a gasoline engine.

The quantity of grain on hand in 539 eltrs. Dec. 1, as reported by the Nebraska Grain Dealers Asso., Jan. 19, amounted to 1,800,985 bus. of wheat, 376,216 bus. of corn, 1,036,869 bus. of oats and 272,436 bus. of rye. The acreage of winter wheat is 1 per cent larger than last year, while the condition is 3 per cent less. Only 73 per cent of the crop was marketed by Dec. 15.

NEBRASKA LETTER.

Hull & Hulst of Coy, Neb., recently joined the Nebraska Grain Dealers Asso. J. E. Von Dorn, formerly secy. of the Floyd J. Campbell Co., is now vice-pres. of the Omaha branch of the Geo. A. Adams Grain Co. Mr. Donaldson will still remain in charge of its cash department.

The Argo Starch Works of Nebraska City has recently installed 2 car loads of new machinery for the manufacture of printed wooden boxes. This factory is now grinding 2,500 bus. of corn per day, and manufacturing all brands of starch controlled by the trust, excepting Oswego.

The car situation is becoming decidedly embarrassing. Dealers report not having had a car for the past three weeks. Every elevator in Nebraska is full to overflowing. They are compelled to refuse to accept farmers' grain, the latter being obliged to haul it back home. Nor will the dealers contract for future delivery. Much of the farmers' agitation against the grain men is attributable to the car famine, farmers believing grain dealers in league with the railroad companies to prevent him from marketing grain.

Those bills attempting to legislate elevators into the state are absorbing the most attention. In fact, up to the present time they are the most popular and prominent bills thus far introduced. Some of them are so radical as to attract little serious thought. There are one or two, however, whose viciousness is hidden by their simplicity. Should the measures come up for passage and be treated on their merits, they would all be killed, but there has been so much politics injected into this agitation that it is difficult to say what the final outcome will be. The only bill that has gotten through the hands of a committee is H. R. 70, and before the committee would recommend this for its place on general file they compelled the author to place a minimum cost of building to be erected without the act of \$3,000. In view of the present political wire pulling, it is hard to forecast the outcome of many of these.

As per schedule, the delegates appointed by the farmers' movement met in Lincoln on Feb. 11 and listened to the report of the organization committee; elected a board of directors in whom they have vested absolute power to appoint a pres., vice-pres., secy. and treas.; also with authority to conduct all business in the interest of the organization until its next annual meeting. The luke warmth of the delegates present and the lack of enthusiasm displayed would indicate that the exhaust valve of this epidemic had been thrown open. The shrewdness displayed by these delegates in one particular, that of not committing themselves to the "spell binders" who have nothing to work for but graft in this movement, and which action really tended to show the honesty of purpose in the real farmer, entitles them to congratulation, for whatever opportunity to live this association may have while in the hands of those honestly disposed, it would have none had the farmers permitted these professional gamblers to drive in their tentacles.

The joint railroad committees of both houses of the legislature gave a public hearing Feb. 16 to H. R. 70 and S. F. 102 bills now pending before the legislature. R. B. Schneider of Fremont, T. D. Worral of Lincoln, C. J. Miles and W. H. Ferguson of Hastings and C. W. McCaughy of Holdrege addressed these committees in the interest of the grain dealer, and Representative Ramsey, who introduced H. R. 70, and Senator Brady, the introducer of S. F. 102, performed a like service in the interest of this legislation. So much time was consumed in discussion that there was little, if any, time left for the committee to act that night. On

the evening of Feb. 19 the house committee met to give the grain dealers a hearing on H. R. 70; the result of this session was that this bill was reported by the committee, amended, limiting the valuation of a house that could be built within the law to \$3,000. Many of the committee were favorable to making this \$5,000, and in fact the disposition of many of the members of the legislature not on this committee is toward a \$5,000 minimum requirement.

The attention paid the grain interests by the legislature in this state during its present session is far more than a sufficiency. All told, there are seven bills introduced in which the grain dealer is directly interested, namely: H. R. 70 and S. F. 102 and H. R. 295, all legislation tending to compel railroads to grant sites or build switches adjacent to station wherever and whenever demanded, and imposing a penalty for violation of \$1,000. S. F. 146 is an act providing for ways and means of erecting public warehouses and grain elevators at or near right of way on railways, and providing for condemnation proceedings in connection therewith. This is a public warehouse law framed very much after the present South Dakota law. Besides these, the ever irrepressible landlord lien law bobs up in S. F. 43. There is also a bill that has almost been worn threadbare in late legislatures, granting to threshers a lien on grain and seeds for their work. Another is an act compelling the operators of steam plants of whatever nature in this state, to employ only registered engineers. This has been branded as a scheme of the oil companies to compel changing power from steam to gasoline engines in order that the gasoline consumption might be increased thereby. The three latter bills stand very little show for passage, judging from their present status.—E. C.

NEW ENGLAND.

Boston, Mass.—The International Grain Co. has organized to do a strictly export business.

Boston, Mass.—The Atlantic Grain & Export Co. incorporated, \$50,000 capital. Pres., A. Fred Brown; treas., Edward Shattuck, Jr.

Wallingford, Conn.—The Wallingford Grain Co. has been organized, \$2,000 capital. Directors, David Plimpton of Meriden, Clara J. Whitcomb and Albert L. Whitcomb of New Haven.

Boston, Mass.—Geo. S. Jackson, a grain broker, is dead. Mr. Jackson represented J. A. Edwards & Co. of Chicago and Prichard & McGourkey of New York, and was at one time a member of the firm of Jackson & Morse.

Boston, Mass.—At the annual meeting of the Chamber of Commerce the following officers were elected: Pres. Lincoln was re-elected; Geo. H. Leonard and John F. Crocker as vice-pres. Directors, John M. Hawkins, Albert C. Tufts, Benj. L. Colby and Chas. H. Farnsworth.

NEW JERSEY.

Trenton, N. J.—The United States Rice Milling Co. incorporated, \$1,000,000 capital.

The Dunovant Rice & Cane Co. incorporated under the laws of New Jersey with \$1,000,000 capital.

NEW YORK.

Buffalo, N. Y.—Spencer Kellogg will double the capacity of his linseed oil mill.

Buffalo, N. Y.—The Michigan Central Ry. will build a 50,000-bu. transfer eltr. at Black Rock.

Farmer, N. Y.—Appleby & Medlock have bot the Yates eltr. and will take possession April 1.

Buffalo, N. Y.—The Merchants Exchange contemplates changing its name to Chamber of Commerce.

New York City.—A. P. Topping & Co. have succeeded A. P. Topping, Geo. A. Aschoff having been taken into partnership.

Buffalo, N. Y.—The Keystone Warehouse Co. incorporated. The company will build 3 large warehouses on the Pennsylvania Ry.

Oswego, N. Y.—The plant of the Ontario Maltng Co. burned Feb. 10, with 100,000 bus. of grain. Loss, \$100,000; covered by insurance.

Remsen, N. Y.—F. E. Thompson, who recently purchased the plant of the Remsen Milling Co., will erect a 6,000-bu. eltr. and a feed storehouse, 65x30x18 feet and will install a 20 h. p. gasoline engine.

New York.—G. F. Piper of Minneapolis and W. D. Douglas of Chicago have bot about 8 acres of land on Long Island with the extension in view of the linseed oil business in which they are interested.

New York.—The several commercial exchanges in the state are expected to contest the passage of the bill placing a stamp tax on all conveyances, as by its terms it might be construed to apply to transactions on exchanges.

New York City.—James A. Lyon Garfield has been brought back from New Orleans on a charge of grand larceny in connection with a bucket-shop enterprise in which he was interested. When complaints came in he and his partner fled.

Buffalo, N. Y.—The trustees of the Merchants Exchange have reappointed F. Howard Mason as secy. and Junius S. Smith, lake weighmaster; D. M. Irwin remains at the head of the grain committee and J. B. Devine of the inspection committee. F. L. McMullen has been appointed chairman of the reference, and A. W. Hickman of the arbitration committees.

Buffalo, N. Y.—The following have been appointed on the inspection and weighing committee of the Merchants Exchange; Jas. B. Devine, chairman; C. E. Collard, C. F. Rockwell, F. E. Ogden, H. M. Barker, O. G. Spann and F. E. Shepherd. The grain committee is: Dudley M. Irwin, chairman; F. L. McMullen, S. Beaumont, S. M. Ratcliffe, H. G. Anderson, H. T. Burns and John Kam, Jr.

New York.—The recent arrest of a member for connection with an advertised and alleged swindle has stirred the governors of the Produce Exchange to ask a vote of the members on a rule which has been in contemplation for some time. Jas. F. Parker of the governing board says: To-day there are several members of the exchange advertising themselves as members of the exchange in advertisements that some of us think tend to injure the exchange. The advertisements are deserving of suspicion. The Board of Governors think

that it is due to this exchange, which possesses an old charter and which was founded upon the soundest, most equitable and honorable principles of trade, that it should cleanse itself of any suspicion that it permits questionable dealing upon the part of its members. We do not say that any of these advertisers who make such promises fail to make their trades in good faith and carry out their contracts on the floor here, but there is a suspicion attaching to such business that the exchange does not want to attach to it.

New York.—The Produce Exchange on Feb. 19 adopted the following amendment by a vote of 370 to 5: Section 22—Any member of the Exchange who shall be interested in or associated in business with, or who shall act as the representative of, or who shall knowingly execute any order or orders for the account of any organization, firm or individual employed in the business of dealing in differences on the fluctuation in the market prices of any commodity or corporate stock without a bona fide contract for the purchase and sale of the same for an actual delivery, or who shall be a member of, or shall, in his own behalf, or as an agent, directly or indirectly, make, execute or give any orders for a trade or transaction in or upon any bucket-shop or any so-called exchange, wherein is conducted or permitted the business aforesaid, or who shall knowingly accept, either directly or indirectly, from any member of any so-called exchange, wherein is conducted or permitted the business aforesaid, any orders for trades or transactions to be executed on the floor of the Exchange, shall be deemed guilty of proceedings inconsistent with just and equitable principles of trade, which renders him to be unworthy to be a member of the Exchange; and upon complaint and conviction thereof in the manner prescribed by section 32 of these by-laws he shall be expelled from the Exchange.

BUFFALO LETTER.

It is said that a steel elevator will be built in connection with the mill of the Washburn-Crosby Co. to hold a million or more.

The one cargo of wheat, 800,000 bus., is still afloat; but the four cargoes of flaxseed have been reduced to two, as there is large local demand for seed by oil mills.

The prospect of a transfer elevator at Black Rock for the handling of grain that comes in through Canada, appears to improve. No track weighmaster has been stationed on that side of the city.

The new weighing bureau for track grain established by the Merchants Exchange appears to be giving satisfaction. Chief Weighmaster Shanahan reports that it is self-supporting from the start.

State red wheat is reported to be much better in quality than white, which is merely a shade better than the Michigan white and not up to the Ohio and Indiana white. Somehow the red did not suffer from rain as the white did.

The Merchants Exchange inspection department is extending its work to the interior of the state. Considerable grain, especially state red wheat handled by our dealers, but not coming here, is now graded here for "character" in its eastern progress.

The grain men's banquet on the 23d is the thing. The arrangement committee is H. G. Anderson, Kneeland Ball and Howard J. Smith, and the entertain-

ment committee is C. F. Rockwell, Charles Exstein and George Geisel. A big time is looked for.

"No," said a grain dealer, "you never have any idea these days how long it will take to get a car of grain through to seaboard. It may go in 4 or 5 days and it may take as many weeks. And the worst of it is nobody knows how long it will take the roads to get even with their business."

Canal men are looking for a good season, especially on account of the bad way the roads are in. For some seasons the roads have not tried to compete with the canal. The worst of it is that the canal fleet is so small that it can do only a minor part of the grain-carrying business.

The railroads continue to show their inability to handle freight promptly. The Michigan Central has lately notified the Buffalo dealers that it will not for the present permit stop-overs on through grain, which will have the effect of throwing all of this grain to other roads where they can possibly take it.

The canal committee of the exchange has been enlarged of late for campaign purposes, the campaign in this case lasting all the year and has been called together by Chairman Clinton for the purpose of dividing up the work that is ahead. It is believed that the enlargement bill will go through the legislature all right, but it will not be allowed to lapse from lack of attention, for there are plenty of enemies watching for a chance to deal it a death blow.

The Merchants' Exchange authorities have formulated the list of people who have run up against the reference committee and posted it as one. There are a few new names, as the following will show: M. D. Goff, DuBois, Pa.; Green & Pettibone, Corunna, Mich.; E. R. Ulrich & Sons, Springfield, Ill.; L. C. Daniels Grain Co., Hartford, Conn.; Archbold Mill Co., Archbold, O.; E. M. Small, Yeddo, Ind. The members of the exchange are prohibited from "transacting any business with, for or on account of" these concerns till they settle the claims made by certain members of the exchange.—J. C.

NORTH AND SOUTH DAKOTA

Newark, S. D.—G. A. Lindquist is a scooper.

Delmont, S. D.—Oscar Swayne is a scooper.

Lebanon, S. D.—Simon & Morgan are not regular dealers.

Bonilla, S. D.—A. McKichan is in the scoop shovel business.

Huron, S. D.—The Atlas Eltr. Co. has discontinued business.

Yankton, S. D.—W. Kelley and F. D. Morrison are scoopers.

Trent, S. D.—W. H. Dockstader is doing a scooping business.

Groton, S. D.—E. S. McDonald and F. C. Robinson are scoopers.

St. Lawrence, S. D.—G. Van Dusen & Co. have closed their house.

The valued policy bill is expected to pass the South Dakota legislature.

Springfield, S. D.—Morgan & Colburn have succeeded Lehr & Burbeck.

Tappen, N. D.—J. D. Harker is to manage the eltr. for the Powers Eltr. Co.

Volin, S. D.—Alder & Hart have no building and are doing a scooping business.

Artesian, S. D.—E. W. Jones & Co. are not regular dealers and have no facilities.

St. Lawrence, S. D.—W. J. Davy has succeeded Davy & Strickling, and will buy steady.

Steels, N. D.—Harry Mersen has succeeded Mr. Gunsallus as buyer for the Powers Eltr. Co.

St. Lawrence, S. D., Feb. 18.—Almost all grain has been marketed and comes in slow now.—W. J. Davy.

Sioux Falls, S. D.—I expect to build and operate an eltr. at Sioux Falls the ensuing season.—G. H. Perry.

Fargo, N. D.—The company owning the flax fiber mills has established mills at Aneta, Finley and Cooperstown.

Woonsocket, S. D.—F. W. Koneman has purchased the business of G. Duncan.—W. R. Robinson, agt. S. Y. Hyde Eltr. Co.

Yankton, S. D.—Fleming Grain Co. has leased the eltr. of Wilcox & Williams, on the C. M. & St. P. Ry.—A. E. Fickling, agt. Atlas Eltr. Co.

Ellis, S. D.—The farmers in this vicinity are organizing the Farmers Eltr. Co. and will buy or build an eltr.—Fulton Milling Co., Sioux Falls.

Kenmare, N. D.—The Kenmare Roller Mills Co. incorporated, \$4,000 capital. This company will build eltrs. and warehouses between Portal and Minot.

Estelline, S. D.—The Whittemore Land & Investment Co. is doing a scoop shovel business. G. B. Pope has a small eltr. but is not in the grain business.

Harrisburg, S. D.—J. Stonebach is running the eltr. for the S. D. Grain Co. N. Everson has charge of the eltr. for Terwilliger & Dwight. W. O'Connor is a scooper.

Howard, S. D.—W. Z. Sharp of Forestburg will build a 15,000-bu. eltr. M. J. Winshell & Son will install a dump scale and engine. Boorman & Larson Co. will install a new hopper scale.—Clem Terhune.

Groton, S. D.—Altho Groton is well equipped with grain elevators, 8 being operated by different firms, an irregular business is attempted by one scoop shoveler, F. C. Robinson, who has no facilities.

Burbank, S. D.—L. N. Crill & Co. have succeeded Carlan & Beardsley, and will enlarge the eltr., install a gasoline engine and put in a flour exchange. J. P. McMahon is out of business.—W. A. Martin, agt. McCaull-Webster Eltr. Co.

Jefferson, S. D.—The eltr. of Terwilliger & Dwight of Sioux City, Ia., burned Feb. 3, with 10,000 bus. of wheat and 2,000 bus. of corn. Loss estimated at \$15,000, covered by insurance. Have let the contract for rebuilding a 20,000-bu. eltr.

Harrold, S. D.—The following parties are not regular dealers, have no warehouse and are not entitled to the markets: Welchen & McFarland, Wal Westover, M. Feeney, T. H. Leach, Hm Summerside, Harrold Hardware Co., J. C. Woodruff, H. A. Oesbrich, J. A. Davy and R. Garrett.

OHIO.

Kenton, O.—Lawson & Gramlich have dissolved partnership.

Marion, O.—J. M. Neer will build a 20,000-bu. eltr. this spring.

Troy, O.—The eltr. of Rozelle & Hale is finished and ready for business.

Sherwood, O., Feb. 13.—Wheat is looking fairly good in this locality.—Lon F. Minzel.

Trenton, O.—The F. O. Diver Grain Co. of Middletown has bot the eltr. of F. H. Berk.

Briceton, O.—John Wickenhiser & Co. of Toledo have bot the site of Brady Bros. & Gillen.

Tamah, O.—D. Kester of Greenville will build an eltr. with complete outfit.—W. T. Grooms.

Cleveland, O.—The Sherwin-Williams Co., manufacturers of paints, will add 12 presses to the linseed oil mill.

Columbus, O.—K. B. Seeds of the Seeds Grain Co. was in Chicago last week attending the automobile show.

Toledo, O.—Irvin T. Fangborn of Bellevue will build large transfer sheds on the belt line of the Toledo Terminal & Ry. Co.

Fletcher, O.—Duncan & Co. of St. Paris, O., have not begun work on their proposed elevator and are not regular dealers at Fletcher.

Greenfield, O.—The Island Grove Mill & eltr. burned Feb. 11, with 10,000 bus. of wheat and corn. Loss estimated at \$30,000, partially insured.

Springfield, O.—The eltr. of W. E. Tuttle will have to be moved from its present site to make room for the new freight house of the Big Four Ry.

Tipton, O.—The Peoples Grain Co. incorporated at Tipton and McGill, \$25,000 capital. Incorporators, M. Maloy, M. Brady, Orlando Brady, W. F. Thatcher, S. F. Doll and Wm. Gillen.

Spring Valley, O., Feb. 17.—Wheat condition good, acreage about the same as 1902; corn plentiful, condition fair; transportation difficult to secure; oats about all marketed.—Barrett & Son.

Huron, O.—Please discontinue my advertisement of eltr. for sale. While we have not yet closed a deal, we have parties enough after the plant to take half a dozen, and will have to hire 2 or 3 clerks if the add is continued.—W. H. Bell.

Ross, O.—Willey Mill & Eltr. Co. incorporated, \$50,000 capital stock. Incorporators, S. E. Willey, D. H. Willey, C. R. Brown, C. J. Lehne and Geo. Clark. The company will establish eltrs. along the line of the C. & I. W. Ry. Work on the eltrs. at Peoria, Okeanna and Scottsdale will commence soon.

Batson, O.—Brady Bros. & Gillen, who were scooping grain along the Findlay, Fort Wayne & Western, as reported in the Journal of Feb. 10, write that they have quit. Since December they have not bot or stored a bushel of grain at any place except McGill and Tipton, where they have just become regular dealers by purchasing the elevators of Ireton Bros. & Eickenbary for \$15,500, and will operate henceforth under the name of the Peoples Grain Co.

PACIFIC COAST.

Lind, Wash.—Neilson Bros. will close out their grain business.

Salem, Ore.—A bill establishing state grain inspection has been introduced in the legislature.

Olympia, Wash.—The price on penitentiary grain bags has been fixed at \$63.50 per 1,000 by the state board of control.

The Oregon legislature has passed the bill introduced by Representative Shelley requiring public warehousemen to be licensed and to give bonds.

San Francisco, Cal.—California Cereal Co. incorporated, \$200,000 capital. Directors, Jas. E. Gordon, M. Lobner, A. A. Osborn, E. H. Mills, and J. D. Hill.

Lewiston, Idaho.—The Mark A. Means Co., Ltd., incorporated, \$25,000 capital. Incorporators, M. A. Means, Jas. Hayes, Katherine Means, Fred Justus, Geo. Howton and I. N. Smith.

Salt Lake City, Utah, Feb. 16.—At present our stocks of white wheat have been so depleted owing to the Australian and Pacific Coast demand that we are not able to fill orders.—Sam Williamson.

Lind, Wash.—The Farmers Warehouse Co. has elected the following officers: W. G. Offut, pres. and secy., and W. F. Newland, treas. The company will build wheat warehouses on land leased from the Northern Pacific Ry.

Spokane, Wash.—A syndicate of Spokane capitalists has bot 43 sections of wheat land in the Horse Heaven country and will farm a portion of it, selling the rest to small wheat farmers. Warehouses and grain buyers will be needed.

Tekoa, Wash.—The Tekoa Grain & Milling Co. has organized and purchased the Aetna mill from the Tekoa Co. for \$8,000. The following are members of the company: A. B. Willard, H. D. Kay, J. L. Lauritzen, O. C. Truax, A. Erickson, John McLeod and Thos. Balkan.

Tacoma, Wash.—The largest cargo of wheat shipped from Tacoma during the present grain season was 208,434 bus., also 7,015 bus. of oats and 3,059 barrels of flour. The next largest cargo cleared during the week ending Feb. 7, was shipped by Balfour, Guthrie & Co. and amounted to 183,593 bus.

PACIFIC COAST LETTER.

The British ship Earl Dunraven has been chartered at 25 shillings to load oats at Puget Sound for Durban, South Africa.

C. H. Warner of San Francisco, owner of the Eagle Roller Mill at Colfax, Wash., which was recently destroyed by fire, has erected a new 175-bbl. mill on the site.

The various commercial bodies composing the San Francisco Merchants Exchange have established themselves in temporary quarters pending the construction of their new building. Sample table locations have been auctioned off, the pit set up and now everything is running full swing.

The following from Mr. Fletcher of the Southern Pacific Railroad Company to the general freight agent at San Francisco: "Mr. Dunlap writes, that effective at once, Mexican duty on wheat has been removed, this to continue in force until June 30. Please make best possible use of this among San Francisco grain dealers."

All the steamship lines operating on the Puget Sound have entered into an agree-

ment whereby they will advance the rate on flour to Shanghai, China, 50c per ton, same to take effect immediately. That will make the rate on flour in sacks 5.50 per ton and in bbls 6.50 per ton. It is probable that the advance will be extended to other ports in the Orient, and to other classes of freight.

For the first time in the history of the trade Australia is buying Minneapolis flour, and it is being shipped from Tacoma, Washington. The British ship "Glenlui" is on berth quartered by G. W. McNear, a San Francisco shipper, to carry a full cargo of Manitoba wheat in bond from Tacoma to Sydney. Several vessels will soon clear from Seattle, Wash., carrying Manitoba wheat to Australia.

U. S. Weather Bureau says in regard to crop conditions in California: The continued cold weather is retarding the growth of grain and grass somewhat, but no further damage has resulted. Early sown grain is in a very good condition in all sections, but it would be improved by sunshine and warmer weather. Green feed is plentiful, but growing slowly. Seeding is nearly completed but it is still progressing in some sections. Late sown grain is doing very well. Prospects are good for heavy crops of wheat, barley and oats.

Taking advantage of the high wheat prices ruling in San Francisco just now, shippers in Kansas are offering No. 2 inspected wheat, principally Scotch Fife, at 1.47½ per cental f. o. b. cars San Francisco, sacked. Owing to a stiff demand for wheat and flour from Australia, South Africa and the Orient, wheat prices in Oregon and Washington have advanced to so high a point that it will not pay those states to ship to California, hence the offerings of Kansas wheat, to supply the demand formerly filled by Oregon and Washington dealers.

The British ship "Edenmore" sailed recently from Tacoma with 30,484 bbls. flour for Sydney. The wheat and flour export movement from Washington and Oregon and through Portland, Tacoma and Seattle from adjoining wheat raising states, has been so brisk during the last few months, that much of the talk about the Pacific Coast flour mill combine is quieting down. Millers in Oregon and Washington are having prosperous times just now, and will probably continue to run their mills individually, and let well enough alone for the time being.—R. E. W.

PENNSYLVANIA.

Dillsburg, Pa.—S. N. Bailey of the firm of S. N. Bailey & Bro. is dead.

Johnsville, Pa.—E. A. C. Buckey has bot the grain warehouse and elctr. at Union Bridge.

Harrisburg, Pa.—A bill prohibiting the operation of bucket-shops has been introduced in the legislature by Mr. Vashbinder.

Philadelphia, Pa., Feb. 14.—Trade dull and badly hampered by congested condition of railroads. Interior and dairy trade in Pennsylvania very dull owing partially to large local crops, corn and oats; prices generally considered too high to warrant carrying large stocks.—L. J. Logan & Co.

Philadelphia, Pa.—The pres. of the Commercial Exchange has appointed the following committees: Grain, James B. Canby, L. G. Graff, Jr., E. L. Rogers,

John Barker, Geo. E. Ormerly, E. H. Price and B. Devitt. Arbitration, Willis C. MacNutt, A. Judson Stites, A. E. Brecht, J. B. Pultz, L. J. Logan, Wm. J. McMullin, A. D. Bahmer, Samuel L. McKnight and Wm. B. Potts.

PHILADELPHIA LETTER.

On several of the roads, of which the B. & O is one, there has been placed an embargo on grain for points east of Cumberland.

It certainly seems as if the country demand was at ebb tide and as if there should be considerable improvement in the demand for stuff to go to country points. It looks as if the demand for oats should improve.

The demand for mill feed is absolutely flat. The state mills are all running heavy and apparently this has its effect on the demand for western feed. A fair demand for hay in this state. All hay is selling at fair prices, but off-grades are being sacrificed at big reductions.

Quite a large amount of Pennsylvania state corn is coming out at the present time and more or less oats. The state oats supply does not affect the eastern market nearly as much as the corn supply does. It would seem as if this state supply of corn had been held off for a month or so and was now being dumped for consumption.

The railroad situation, as far as the state of Pennsylvania is concerned and Philadelphia in particular, has changed but very little during the past two weeks. It does seem, however, as if corn billed out from the west in February has gotten through to its destination more quickly than cars that were shipped the latter part of December and January, which are being held back much to the disgust of Eastern dealers and the interference with the regular methods of business.

Corn is at the present time selling at a higher price for export than would be obtained for it in the domestic market. Exporters paid in Philadelphia Feb. 20 54 cents for No. 2 corn in the elevator. Exporters are having great difficulty in getting sufficient corn to meet their demands. Exporters here are doing everything in their power to get shipments in that they have en route. There seems to be absolutely no demand for corn in the country and with the strong market that we are having for spot corn, it certainly looks as if the domestic market should improve before long.

The oat situation is very little different from what it was two weeks ago. Good demand for good oats at good prices, but a poor demand for poor oats. Jobbers here have comparatively few oats en route and they have not bot very heavily of late, all of them expecting an even larger decline in the cash market. The grading of corn here the last two weeks has been extremely good, in fact the quality of the corn that has been coming in here the past few months has certainly surprised all the exporters and dealers. There has probably been less trouble this year than for a great many years past. Considering that the expectations before the new crop came in were just the reverse to what happened, one can see what caused the surprise.

Hardly a retail dealer in the states of Pennsylvania, New Jersey, Delaware or Maryland has not a number of cars of different kinds of grain in transit. They are afraid to buy anything at the present time for fear that what they have bought from other parties may get

in all at once, which might tend to embarrass them somewhat financially and cause considerable inconvenience in providing a place to store the goods. It really looks as if the country trade was at the present time devoid of stocks, but on the other hand they certainly are showing the utmost indifference to make further purchases.—W. Penn.

SOUTHEAST.

Little River, Va.—W. H. Harman will build a roller mill with a capacity of 40 barrels.

Nashville, Tenn.—Neil & Shofner have arranged to overcome the car shortage by chartering boats to carry wheat from St. Louis, Mo., via the Mississippi, Ohio and Cumberland rivers.

Woodzell, W. Va.—Corn good, and plenty; grass, oats, rye, buckwheat and potatoes in abundance; very little wheat sown. There is nothing wrong about this country, if you keep pecking away and stick at it. Peace be to your ashes.—I. N. Dodrill.

Virginia millers complain that some wheat bought in Louisville, Ky., is not of a quality suited to their needs. By buying No. 2 instead of No. 4 they will get wheat from which can be made a patent that will satisfy the most exacting.

SOUTHWEST.

Binger, Okla.—The Western Grain & Live Stock Co. incorporated, \$50,000 capital. Incorporators, G. W. Wheeler, A. E. and W. A. Newell.

Blackwell, Okla.—At a meeting of the Farmers Co-operative Asso. of Kay County steps were taken to organize every township in a local union and erect an eltr. at every railroad station in the county as soon as possible.

We are indebted to Fred. Muller, secretary, for a copy of the 23d annual report of the New Orleans Maritime & Merchants Exchange, containing the charter and rules of the exchange, and the rules governing the grain committee and the grain inspectors.

El Reno, Okla.—The Choctaw Mill & Eltr. Co. incorporated, \$100,000 capital, with branch offices at Chicago, Memphis and Galveston. Incorporators, Stephen J. Spain, August R. Frank, Fred Uhlman and Henry Stemper of Chicago, and Henry C. and James Bradford and Robert S. Trulock of El Reno.

Rice receipts at New Orleans during the week ending Feb. 20 were 4,846 sacks rough and 22,862 pockets clean. Receipts from Aug. 1 to Feb. 20 were 843,563 sacks rough and 361,541 pockets clean; compared with 990,915 sacks rough and 205,364 pockets clean, for the same period of last season. Rice shipments for the week ending Feb. 20 were 3,135 sacks rough and 16,758 pockets clean.

TEXAS.

Raywood, Tex.—The Raywood Rice Co. incorporated, \$1,250,000 capital. Incorporators, Wm. F. Erp, F. A. Combes and others.

Temple, Tex.—E. W. Crouch has sold his interest in the firm of Barrett & Crouch and will be located at McGregor after May 10.

A bill is before the Texas legislature appropriating \$100,000 for a prize for a method of exterminating the boll weevil

and there is very little doubt but that it will be passed.

Galveston, Tex.—The J. Rosenbaum Grain Co. will operate the Sunset Eltr., recently completed by John S. Metcalf & Co., for the So. Pacific R. R. C. A. Marcotte will be local mgr.

The Texas Millers Asso. will send a delegation to appear before the Interstate Commerce Commission at Washington Mar. 4 in opposition to the removal of the 5-cent differential on flour shipped from Kansas to Texas.

Heidenheimer, Tex., Feb. 14.—Bad weather has cut short the unprecedented large acreage that would have been planted in grain; but, notwithstanding the bad weather there will be an average acreage. The continued wet weather has caused some rust in grain, but a few weeks of pretty weather would throw it off; prospects are fine. Altho judgment dictates that it is unsafe to deal with a man who refuses to abide by the decision of an unbiased arbitration committee, the Texas Grain Dealers' Asso. has had to indelibly impress this upon some of its members by enforcing its ruling that a fine of \$10 be placed upon any member of the asso, who buys or sells grain to any former member who has refused to arbitrate differences. The rigid enforcement of this rule is having a wholesome influence toward regeneration of "tricksters."—E. W. Crouch.

TEXAS LETTER.

The Wholesale Grain & Produce Co., Amarillo, has been incorporated with a capital of \$20,000. E. W. White, L. F. King and W. E. King incorporators.

The corn crop will be very large, the acreage being very much increased over any previous year in the history of the state. This bullish feeling is evidenced by the implement people, who state that they are doing a rushing business in implements adapted to the season.

The people of central and south Texas have commenced again to agitate the question of an emergency rate on corn and they complain very bitterly against the interstate roads on account of the fact that so far, though Texas roads have offered to make a reduction they have on the other hand raised the rates, basing this raise on the Texarkana situation.

Texas and this territory generally was visited last week by a violent snow storm which raged all night and part of Monday, the fall of snow being from 4 to 8 inches. This is a cause of congratulation among the grain men from the fact that it is currently stated that it will kill all the pests which attack the growing grain and practically insures a great crop. Reports from every portion of the state are to the effect that the ground has not been so thoroughly soaked in twenty years and that it is in condition to stand almost any amount of drouth during the coming summer.

E. H. Crenshaw of Ft. Worth says: We are having considerable trouble over the unsettled condition of the grain rates and the shortage of cars. I notice a number of local papers are making statements that I think are exaggerated. One paper stated that in one county there would be over a million dollars spent for grain this spring. These reports are incorrect and misleading from the fact that the farmers have more fodder than they ever had before. These reports are harmful, as they mislead northern sellers in regard to conditions. Of course there will be con-

siderable grain sold in this territory, but not to the amounts reported.

In the matter of the switching and demurrage charges which were up before the State Railroad Commission this week H. B. Dorsey represented the Texas Grain Dealers Association. At this hearing Mr. Dorsey stated on the stand that he thought 48 hours was ample time for unloading freight of all classes, except possibly coal. His complaint against this time was that the railroads sometimes delivered cars in bunches, under which it was impossible to unload in the specified time, and the roads made a demurrage charge which he considered unfair. He suggested that the railroads be compelled to pay \$1 per day for failure to deliver cars and that the shippers be given credit for the time under 48 hours in which they released the cars. Mr. Dorsey touched on the subject of delay in delivery of grain at Galveston, where there is no time limit, saying that the grain dealers lost a large amount of grain at the time of the big storm on account of the grain not being in the elevators, the exporters claiming that such grain was not delivered until it was in the elevators. The commission has not as yet announced any ruling on the demurrage and switching charges, but has the matter under advisement.—J. S. W.

WISCONSIN.

West Salem, Wis.—Sander & Cullmann will build an eltr.

Medina, Wis.—L. Starks has succeeded Watson & Starks.

Madison, Wis.—A bill was introduced in the legislature Feb. 13 forbidding bucket-shops.

Downing, Wis.—I. B. Davis, general merchant, writes that he will enter the grain business.

Superior, Wis.—The Superior Linseed Oil Co. will purchase about \$7,000 worth of new machinery for its mill.

Madison, Wis.—H. Johnson has introduced a bill in the legislature prohibiting rebates to shippers of freight.

Superior, Wis.—A. W. Clark of Minneapolis will succeed A. D. Bellinger as superintendent of the Great Northern eltrs.

Appleton, Wis.—The Wisconsin Malt & Grain Co. broke all local records for grain receipts Feb. 6, having purchased 6,000 bus.

Fond du Lac, Wis.—The land, recently purchased by the Cargill Eltr. Co., has been cleared and work on the new eltr. will begin at once.

Beloit, Wis.—F. A. Spoon & Co. have bot the mills formerly owned by E. P. Salmon and will operate them in connection with their eltr.

Sharon, Wis.—Caldwell & Neill Co. have bot the grain, seed and feed business of A. L. Wolfram and will conduct the business from Waunakee.

Bay City, Wis.—Tucker & Co. will install a gasoline engine in their eltr. and will repair their warehouse.—Roy W. Tucker, agt. R. E. Jones & Co.

Kilbourn, Wis.—I. W. York & Co. has bot the eltr. and potato house of H. R. Bement for \$6,000 and will continue the business. This eltr. was formerly operated by the Dixon Eltr. Co.

Medina, Wis.—The past season has been a very successful one, grain especially; barley mostly sold, that is, two-

thirds of the crop is out of the farmers' hands.—G. A. Ruhmae, mgr. L. Starks.

Write your representatives in the state legislature to support with all their energy the bill now pending which prohibits bucket shops and bucket shopping. All the honest people of the state will be benefitted and the grain trade relieved of these slimy barnacles.

Fond du Lac, Wis.—Edgerton DeCew has acquired the interest of the late R. F. Allen. The feed mill has been established in the plant of the Fond du Lac Canning Co. and is now in operation. Mr. DeCew has installed the latest machinery for corn crushing and shelling.

West Superior, Wis.—John Bannon is charged with being an absconder by the municipal court and an attachment suit has been begun by the Rogers-Ruger Co. The city treas. entered the oil mill Feb. 14 and seized all personal property in sight for delinquent taxes.

Madison, Wis.—Committees from the North Dakota legislature and the Superior Board of Trade appeared before the joint committee of the legislature Feb. 17, to urge the passage of the bill providing for state inspection at Superior. John A. Murphy of the Burlington road opposed the bill and procured a delay until Feb. 26 to enable the opposition to be heard.

Madison, Wis.—The bill fathered by the grain men of Superior is entitled: A bill creating a grain and warehouse commission for the city of Superior, and for the licensing and regulating of elevators and warehouses, and the storage, weighing, and inspection of grain in said city. The governor is to appoint 3 commissioners, one recommended by the Superior Board of Trade, one each by the governors of North Dakota and New York. The commission shall appoint a chief inspector and one or more deputies, a weighmaster and one or more deputies, and adopt and publish rules and regulations governing the inspection, weighing, and grading of grain. The weighmaster, appointed by the grain and warehouse commissioner and his deputies, shall supervise and have exclusive control of the weighing of grain and flax. The weighmaster, and each and every assistant, shall not be a member of any board of trade or association of like character. They shall give bonds in the sum of \$2,000 and shall receive such compensation as the grain and warehouse commission shall determine, not exceeding, however, \$100 for weighmaster and \$75 a month for each assistant.

The exports of breadstuffs for the 7 months prior to Feb. 1 were: Barley, 7,568,062 bus., corn 23,718,307 bus., oats 3,702,372 bus., rye 3,593,894 bus. and wheat 83,112,135 bus.; compared with, barley 7,148,645 bus., corn 21,650,531 bus., oats 7,820,371 bus., rye 1,178,991 bus. and wheat 109,443,119 bus. for the same period of 1901-2, as reported by O. P. Austin, chief of the bureau of statistics.

An Iowa customer wrote a Chicago broker recently: Inclosed find message I received this morning from Red Letter Sullivan: "Telegraph me permission to buy wheat on bottom. Mail draft.—Red Letter Sullivan." Now if this man Sullivan can buy on the bottom there is no reason why you could not. And if you can buy on bottom I do not see why you can't sell on the top. So, after this please buy my wheat on bottom and sell on top. Ha! Ha!

PATENTS GRANTED

Edward J. Brooks, East Orange, N. J., has been granted letters patent, No. 719,643, on a snap seal.

Geo. A. Ede, Cobden, Ill., has been granted letters patent, No. 720,336, on a vaporizer for explosive engines.

Chas. E. Dawson, Hythe, Eng., has been granted letters patent, No. 719,199, on an internal combustion engine.

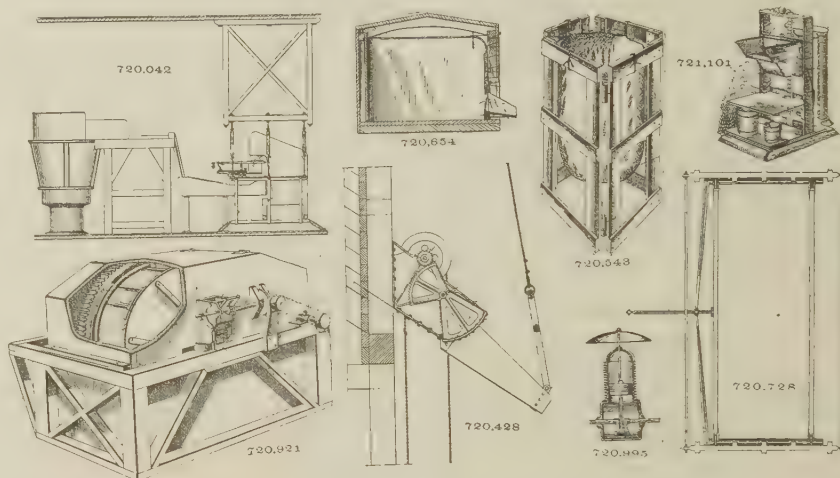
Herman Gross, Lafayette, Ind., has been granted letters patent, No. 719,326, on a cooling means for explosive engines.

Constantine L. Straub, Perth Amboy, N. J., has been granted letters patent,

ing machine. The weighing mechanism is carried upon a suspended platform held by spiral springs. Below and supported by the scale platform is a subsidiary platform which is held down by springs attached to the floor.

David B. Arnold, Terre Haute, Ind., assignor of one-half to Edwin Ellis, Terre Haute, has been granted letters patent, No. 720,654 (see cut), on a grain door for railroad cars. The vertically sliding door is formed of horizontal slats, to one of which is hinged a chute comprising side pieces and adapted to swing outwardly. The floor of the chute is formed by a plate hinged to the same slat, and folds up to close the opening.

Benjamin T. McDonald, Jr., and Jas. M. McDonald, Pleasant Hill, Mo., have



No. 720,752, on an internal combustion engine.

Anthony F. Lucas, Washington, D. C., has been granted letters patent, No. 721,057, on a method of lubricating explosive hydrocarbon engines.

Henry W. Tuttle, Philadelphia, Pa., assignor to John M. Scott, Philadelphia, has been granted letters patent, No. 720,759, on an explosive engine.

Alfred B. Lawther, Syracuse, N. Y., assignor to Frederick O. Swannell, Chicago, Ill., has been granted letters patent, No. 720,532, on an apparatus for automatically extracting oil from seeds.

Ado D. Skinner, Grand Forks, N. D., has been granted letters patent, No. 721,101 (see cut), on a bag holder. The device is composed of 4 rectangular leaves, foldable upon hinges. Hooks upon the edges of the panels support the bag.

Chas. A. Bailey, Cromwell, Conn., has been granted letters patent, No. 720,995 (see cut), on a cooling device for explosive engines. A rod secured to the piston extends thru the cylinder head and reciprocates an umbrella shaped fan having valved openings, to direct a current of air upon the radiating ribs of the cylinder.

Frederick V. Hetzel, Philadelphia, Pa., assignor to the Link Belt Engineering Co., Philadelphia, has been granted letters patent, No. 720,428 (see cut), on an undercut gate. A chute is closed by a pivoted segmental gate operated by two segmental racks, one on each side of the gate, the racks engaging with pinions on a shaft revolved by a pulley and chain.

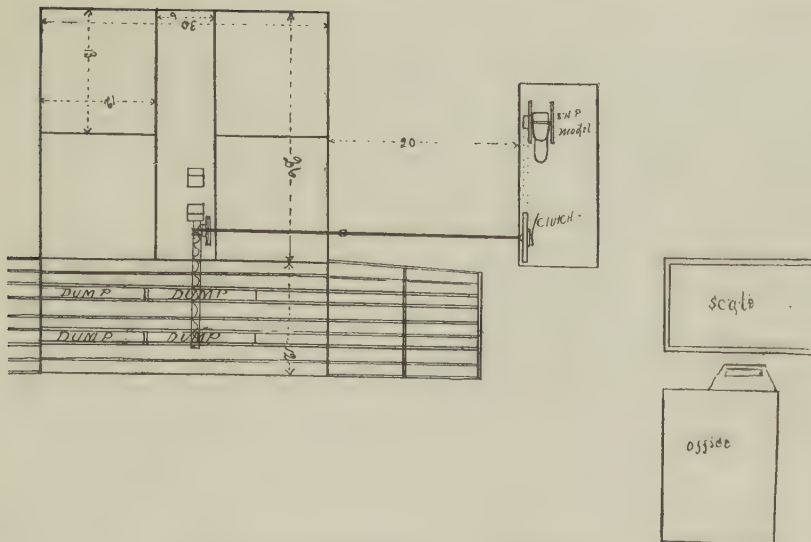
Frank P. Mahon, Fall River, Mass., assignor of one-half to Pierre C. Waring, Yonkers, N. Y., has been granted letters patent, No. 720,042 (see cut), on a weigh-

been granted letters patent, No. 720,728 (see cut), on a wagon scale. The frame includes 2 end castings and a pair of hanger stirrups hung in each of the castings. A rockshaft having lugs is supported by the hanger stirrups parallel to the castings. At right angles with the shafts is a pair of platform beams to the ends of which are secured bifurcated bearing blocks.

Henry T. Wiley, Scottdale, Pa., has been granted letters patent, No. 720,543 (see cut), on a bag holder and filler. The bag is held by a rectangular frame containing a hopper and having studs or pins. The frame is fixed to a vertically movable board which is set at any desired height on the toothed bar, and slides in the vertical standards. The front side of the hopper is hinged and provided with lateral wings adapted to overlap the sides of the hopper. The adjustable front has slotted sides the movement of which is limited by pins.

Andreas E. Hofland, Menomonie, Wis., assignor of one-half to F. J. McLean, Menomonie, has been granted letters patent, No. 720,921 (see cut), on a grain hulling machine. The attrition disk is inclosed by a shell composed of heads, several arcuate plates having abutting ends and a frame part associated with each plate, the frame parts being coupled to one another whereby an unbroken support is provided for the plates, the frame parts being radially adjustable between the heads. Two of the frames have ends forming the side walls of a discharge pocket, which is regulated by a gate projecting thru one head of the shell.

Fire at Amsterdam last month destroyed 8 warehouses full of grain.



Floor Plan of Elevator at Wapella, Ill.



Office, Engine Room and Elevator of Thorpe, Scott & Co., Wapella, Ill.

An Inexpensive Country Elevator.

That an effective plant for handling grain at a country station can be erected at moderate cost is demonstrated in the new elevator of Thorpe, Scott & Co., at Wapella, Ill., a station on the Illinois Central about midway between Decatur and Bloomington.

Besides the elevator, 26x30 ft., the plant includes an engine room and an office, situated 20 feet from the main building, to reduce the danger of fire. From the 8-h.p. gasoline engine power is transmitted by shaft to the basement of the main building. The office has a bay window extension inclosing the scale beam and giving the weighman a good view of the roadway. The driveway is 12 ft. wide and contains two dumps and forms an annex on one side.

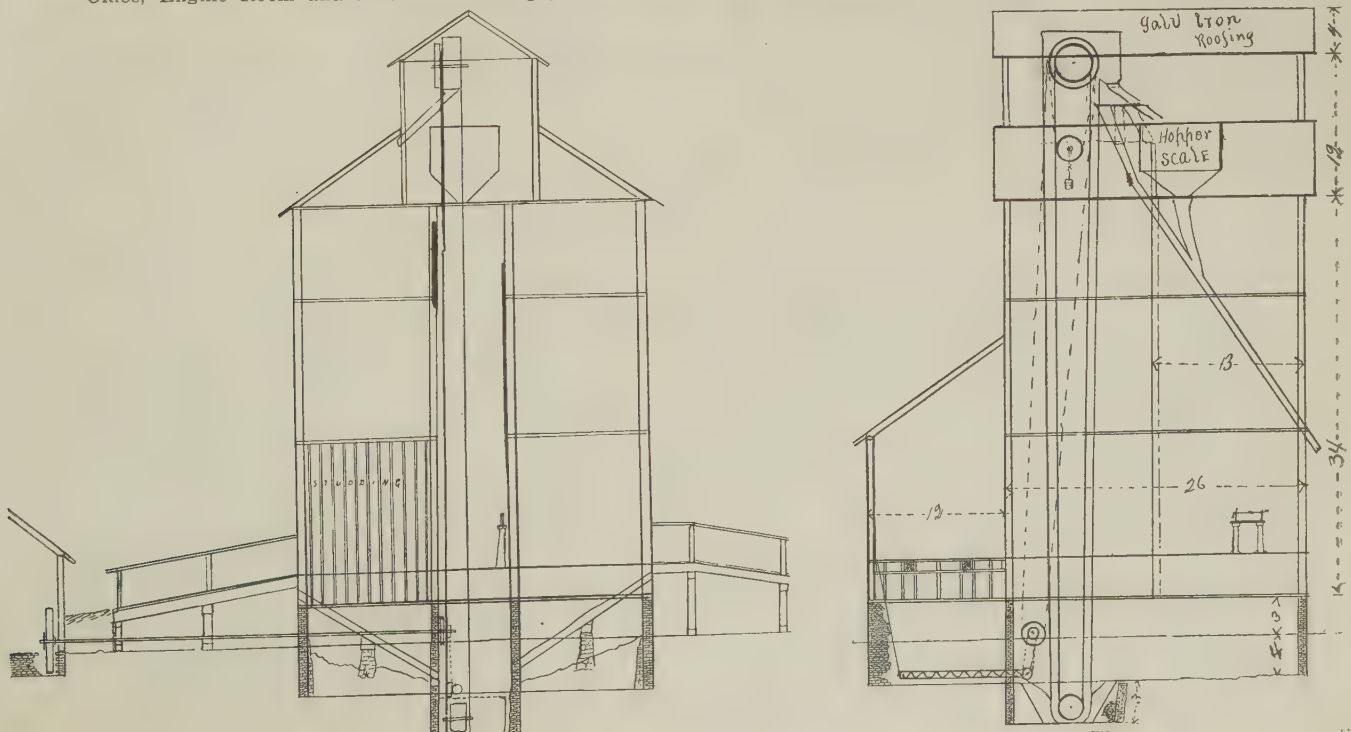
The main building stands on a brick foundation, which extends 3 ft. above the grade line and 4 ft. below it, except at the elevator boot, which is 3 ft. lower. The walls are made of 2x8 studding covered by lap siding and rodded. The roofs of the three buildings are covered with galvanized iron.

The elevator head pulley is driven by a direct rope drive from a sheave in the basement, instead of the usual sprocket wheel and chain. The short screw conveyor which conveys grain from the two dumps to the boot is driven by belt from a 16x6-in. pulley on the same countershaft. The machinery is extra strong for the work. Devices that consume power and add to the cost have been omitted from the plan. The handling capacity is easily 2,000 bus. per hour, and the storage capacity is 12,000 bus., which can be increased at small expense by raising the cupola and roof and building up the bins.

The machinery was furnished by the Marseilles Mfg. Co. of Marseilles, Ill.

Gov. Bailey has issued a proclamation asking the people of Kansas to aid the famine stricken Swedes.

American Cereal Co.'s net profits for the year were \$634,000; compared with \$1,210,000 for the preceding year, the decrease being due to the high price of oats.



Cross and Sectional Elevations of Thorpe, Scott & Co.'s Elevator at Wapella, Ill.

Wheats for Semi-Arid Regions.

The success of the Russian Mennonite farmers who had settled in McPherson and Harvey counties, Kansas, in raising good crops in years when the harvest in other parts of the great plains was almost an entire failure, has drawn attention to their methods.

The Russians used the seed and followed the practice of their forefathers in the government of Taurida, Russia, where it happened that the conditions of climate are identically the same as in the semi-arid districts of the United States. By centuries of selection the Russians have developed a variety of hard wheat that will withstand all ordinary drouths.

M. A. Carleton, cerealist of the Department of Agriculture, visited south and east Russia to procure seed wheat specially adapted to the semi-arid region west of a line drawn thru the Red River valley of Minnesota, Lincoln, Neb., Wichita, Kan., and Austin, Tex.

The varieties best suited for the arid regions are shown in the engraving given herewith, for which we are indebted to Secretary F. D. Coburn of the Kansas State Board of Agriculture. Plate A shows the Kubanka, Nicaragua, Velvet Don, Black Don and Wild Goose; plate B Polish, Medeah, Missogen and No. 1174.

North of latitude 35 the macaroni wheats named must be sown as "spring" grain, and will ripen almost as early as winter wheat. Macaroni wheats usually grow rather tall and stand up well. The leaves are broad and smooth, have a peculiar whitish green color and an extremely harsh cuticle. The heads are very compact, occasionally rather short and thick, and are always bearded with the longest beards that are known in wheat. The grains are usually yellowish white and extremely hard and glassy in fracture. The young plants are always light green in color, and even when sown in autumn grow at once erect and very rapidly, and give an abundance of fall pasturage. Plate C shows kernels of a typical macaroni wheat and plate D the Polish variety.

A variety of wheat for fall sowing that will withstand the severest winters is being developed by the experiment stations. The best of these have been obtained from Russia, and are known as Kharkov, Ulta, Torgova and Ghirke winter. The last named is shown in plate E. It is expected that these varieties will succeed in northwestern Kansas and Nebraska.

Emmer, plate F, is an entirely new grain that has aroused great interest in Minne-



Plate A. 1. Kubanka; 2. Nicaragua; 3. Velvet Don; 4. Black Don; 5. Wild Goose.



Plate C. Kernels of Macaroni Wheat.



Plate D. Hard Polish Wheat.

sota and North and South Dakota. It is radically different from all other wheats. Its three great qualities are resistance to drouth, ability to withstand cold and great yield. As a stock feed Emmer is almost as good as barley and equal to or better than oats. The grain remains in the chaff, as a rule, after threshing. After growing in a dry district for a few years a greater percentage is hulled in threshing. Of course, the hull is no disadvantage in the feed. It is generally used as a spring variety, but can be grown as a winter sort in Kansas.

Mr. Carleton states that a ready market is waiting for all the macaroni wheat that can be produced. The manufacturers of France and Italy will take 10,000,000 bushels annually. A number of macaroni factories have recently been established in the United States to make use of this wheat. As the macaroni wheat is very hard millers must provide special machinery to grind it, and those who lack the necessary equipment are slow to take hold of the new grain. Already four of the leading mills are making a specialty of macaroni wheat flour. Bread made

from this flour is excellent, and is preferred by many to the staff of life made from other flour.

SUITS AND DECISIONS

The Weare Commission Co., of Chicago, has never had any account with W. F. Furbeck, who has brot suit to recover \$150,000.

A combination of 2 or more, without justification or excuse, to injure a man in his trade by inducing his customers not to deal with him, is, if it results in damage to him, actionable. *Quinn v. Leathem*. House of Lords. 1901 App. Cas. 495.

A mature crop of corn, standing on land sold under decree of foreclosure, and not taken into account by the appraisers, remains the property of the mortgagor, who had planted and cultivated it. *Foss v. Marr*. Supreme Court of Nebraska. 40 Neb. 559. 59 N. W. 122.

The certificate of a policy loan which stipulated for forfeiture in case of non-payment can not be enforced. The court said: "I cannot bring myself to believe that such a change in the contract was intended to be made, or that it was understood to have been made by the statement found in a mere receipt or certificate. *Bryant v. Mut. Ben. Life Ins. Co.* Federal Court of Tenn.

The suit of Waite, Thorburn & Co. against the Chicago Board of Trade, is similar in some respects to the suit of Bartlett, Frazier & Co. against the Milwaukee Chamber of Commerce, in which the Chamber lost. That the Illinois Supreme Court will follow the decision of the Wisconsin Supreme Court is by no means certain, however, for the Wisconsin court was divided, 2 of the 5 judges dissenting.

A combination of retail lumber dealers to destroy the business of brokers and commission dealers, who did not keep a lumber yard with an assorted stock of lumber, by coercing wholesalers to refuse to make sales to such brokers or lose the business of members of such combination, is unlawful, and renders a member who procures action by the association to the injury of the brokers liable to the latter for damages. *Jackson v. Stanfield*. Supreme Court of Indiana. 137 Ind. 592, 36 N. E. 345, 37 N. E. 14, 23 L. R. A. 588.

Where, in an action for breach of a contract of sale of tobacco by sample, the seller refused to perform, and admitted that he could not furnish the lot sold, the admission of evidence of a custom in the trade whereby purchasers of tobacco by sample were allowed to inspect the goods before paying for them, if error, was harmless. Where a seller refused to perform the contract, a tender of the price at the place stipulated for delivery by the buyer was unnecessary to entitle him to sue for breach of contract. Where an action for breach of contract of sale was tried to the court, and the court fixed the damages according to the market price of the commodity at the place provided by the contract for delivery, the admission of evidence of the market price at the point to which the property was to be shipped was harmless. *Walker v. Cooper*. Court of Appeals at St. Louis, Mo., 71 S. W. 370.

The United States Supreme Court has just reversed the decision of the lower court in the case of *Lewis v. Ins. Co.*, defining the status of premium notes. The



Plate B. 1. Polish; 2. Medeah; 3. Missogen; 4. No. 1174.

note contained the usual stipulation for forfeiture of the policy in case of non-payment when due. Justice McKenna declared that no reference in the policy was necessary to make this stipulation a part of the contract. The minds of the parties had met on it, and agreed to the terms. A default acted automatically to avoid the contract, without previous notice or demand for payment or any of the ordinary steps required to enforce a legal penalty for nonpayment. The court below had insisted that the amount due should be deducted from the claim.

Members of a trade association, who combined to induce or compel other persons not to deal nor enter into contracts with one who will not join the association or conform his prices with those fixed by the association, will be liable for the injuries caused to him by reason of loss of business resulting from such combination. *Doremus v. Hennessy*. Supreme Court of Illinois. 176 Ill. 608, 52 N. E.

drawn from a time draft accompanied by a bill of lading is that the transaction amounts to a sale on credit, and that the bill of lading is a security for the acceptance, and not for the payment, of the draft.—Supreme Court of Illinois.

The Illinois Central Railroad has offered to compromise the suits against it for the burning of part of the town of Rantoul, Ill. The suits were brot by the insurance companies to recover \$200,000, their share of the \$263,000 loss, caused by sparks from a locomotive engine.

The Winter & Ames Co., of Minneapolis, Minn., brot suit against the Atlantic Elevator Co. to recover the value of flaxseed alleged to have been converted by plaintiff. In March, 1901, a farmer bot of the Winter & Ames Co. 125 bus. of seed flax for which he agreed to pay \$2 per bu., and gave a seed-grain note to the agent, Mr. Paradis. The farmer neglected to pay the seed grain note, and sold the crop to the Atlantic Elevator Co.

tor, and to leave a "cash ticket" for the amount due on the note with the agent, which he (Paradis) would call for. At the time Paradis gave this authority to Sparks, he was in possession of the seed-grain note, as the representative and agent of plaintiff, and impliedly, at least, authorized to take such action or such steps as might be necessary to collect the amount due thereon. From these facts the trial court found that the agent had authority to authorize Sparks to make a sale, and that the lien of the seed-grain note was thereby, as a matter of law, extinguished. 92 N. W. 955.

Bartlett, Frazier & Co. have won a victory in the Supreme Court of Wisconsin over the Chamber of Commerce of Milwaukee, which, under its rules, sought to compel the firm to make good the loss sustained by L. Bartlett & Son Co. by the unauthorized transactions of Walter E. Brown, the defaulting clerk of Bartlett, Frazier & Co. Bartlett, Frazier & Co.



Plate E. Ghirke Winter Wheat—Wheats for Semi-Arid Regions. See page 204. Plate F. Emmer, the New Wheat.

924, 54 N. E. 524, 43 L. R. A. 797.

Whether the risk in any given case has been increased by the repair or alteration of the building insured, or the erection of other structures adjacent thereto, is always a question of fact for the jury, unless the facts be undisputed, and the inference therefrom be so certain and obvious that it must be self-evident to an ordinary man that the risk was increased by the acts complained of. *Taylor et al v. Security Mutual Fire Ins. Co.* Supreme Court of Minn. 92 N. W. 952.

If a person undertake to act as agent for another, in respect to matters in which he is not authorized, the person whom he professes to represent will be bound, as to third persons, only so far as he has expressly or impliedly held such person out to the public as agent. If a principal has been in the habit of employing an agent to do a certain act, and has always consented or approved, and in a special case does not authorize him, he will be bound if the agent only does what he has been accustomed to do.

Whatever may be the rule in the case of a sight draft attached to a bill of lading, the authorities seem to hold that a bill of lading deliverable to order, when attached to, and forwarded with, a time draft sent, without special instructions, to an agent for collection, may be surrendered to the drawee on his acceptance of the draft; and thus it is not the agent's duty to hold the bill of lading after such acceptance. In the absence of any agreement to the contrary, the inference to be

In deciding against the Winter & Ames Co., Judge Brown, of the Minnesota Supreme Court, says: The plaintiff had sold similar seed to a number of farmers in the vicinity of Campbell, where the farmer, Sparks, resided, and had taken from each a seed-grain note for the purchase price. These notes were all transmitted for collection to plaintiff's elevator agent at Campbell, with instructions that, if he did not have time to attend properly to the matter, to turn the same over to Paradis, who had made the sale of the seed the spring preceding, and to instruct him to take charge of and collect the notes. The elevator agent, in compliance with his instructions, turned the notes, including that against Sparks, over to Paradis, and Paradis assumed charge and control of their collection. A few days prior to the time Sparks threshed his crop including the crop of flax, he informed Paradis of his intention to do so, and inquired of him whether he would go to the farm and take charge of the flax necessary to pay plaintiff's note. In response to this, Paradis stated that it was unnecessary for him to go out; that he (Sparks) could haul the flaxseed to the elevator, sell and dispose of it, and return to him (Paradis) a cash ticket for the purchase price. Under and pursuant to this authority, Sparks sold and disposed of the flaxseed to defendant, but failed to pay over the proceeds to Paradis, who testified that he did not authorize a sale, but admitted that he instructed Sparks to haul the flaxseed to the eleva-

secured a temporary injunction restraining the Chamber of Commerce from expelling them while the controversy was being fought in the courts. The lower court, upon due hearing, made an order vacating that injunction and Bartlett, Frazier & Co. appealed, which appeal was sustained by the Supreme Court Feb. 3, and the order vacating the injunction reversed. The court said: Much evidence was taken on the hearing, but none showing that Bartlett, Frazier & Co. personally knew of the transaction in the first instance, or of the so-called confirmation of it, until a long time thereafter, or that they ever, by any act, ratified it, or authorized their clerk to represent them in such matters on any previous occasion, subsequent to the amendment of the rules prohibiting clerks or members of the Chamber of Commerce from making trades. The board decided that on that state of the case that appellants did not make any trade with Bartlett & Son Co. which could be recognized under the rules of the corporation. The question being carried to the board of appeals, it held that Bartlett & Son Co. was entitled to recover, not because the rule prohibiting clerks of members from doing business for their employers does not void a trade made in violation thereof, but because Brown's treatment of his void act as that of his employer, in performing his legitimate duty of checking up deals, claimed to be binding upon them, and delivering the usual memoranda of the transaction, made such void act valid, the

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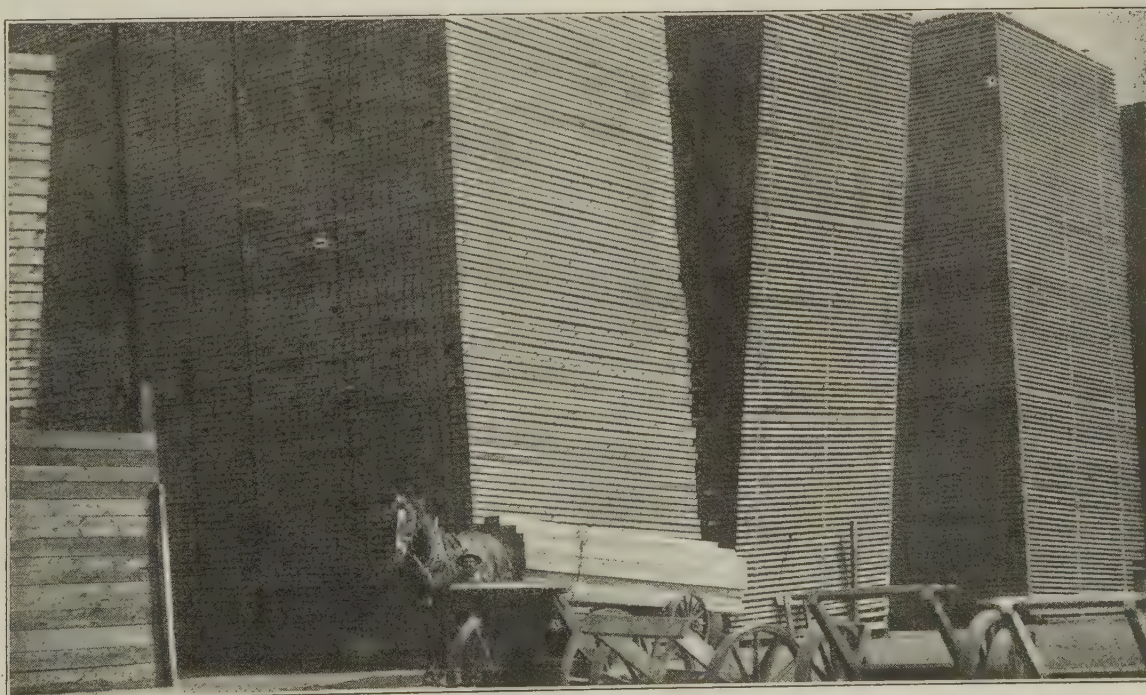
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same in all respects as if it were originally that of the appellants, and because "upon all the evidence, complainant should recover damages." We cannot escape the conclusion that the decision was reached, not by applying the rules of the Chamber to the case, but by ignoring them; that the board proceeded as if there were no certain test by which to determine the rights of appellants; that it was permitted to say what was just without any guide by the notions of its members and that appellants were bound thereby. It did not disturb the decision of the arbi-

How to Fire with Soft Coal.

Dense black smoke coming from the stack of a steam boiler is composed entirely of unconsumed carbon, and is a sure indication of imperfect combustion.

The black smoke is usually given off when long flames of yellowish or reddish hue lap along the whole length of the boiler and perhaps pass into the flues. When the damper is right, the draft good

shut off the draft for a time, is certainly bad. Fires run in this way and then left to themselves burn hollow, and air rushes through the holes, burning the fuel away around the edges of them, thus constantly enlarging them until after a time a strong current of cool air passes unchecked up through the grates, along the sidewalls and the bridge, and the hot gases coming from the coal are so chilled by it that it is almost impossible to make steam. The

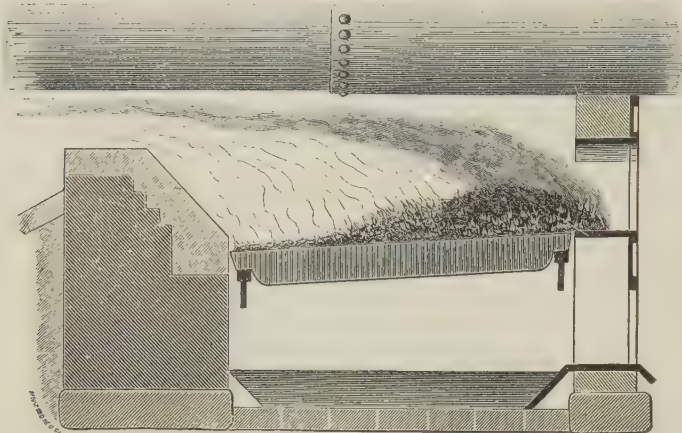


Fig. 1. Bad Firing—Side View of Furnace.

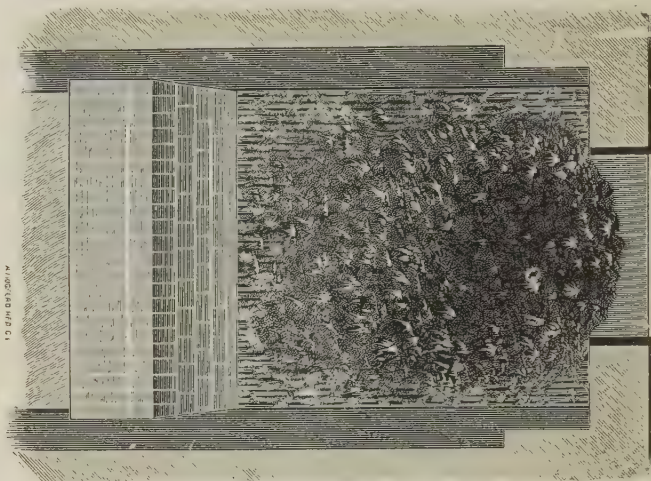


Fig. 2. Bad Firing—Plan View of Furnace.

trators that a trade made by a clerk in the name of his employer is wholly void because of the rule disabling him from doing such business, yet held that a clerk, in performing his appropriate duties, can, in an indirect way, avoid the disability. A trial by a tribunal of a board of trade, provided for by its rules, is like one before a board of arbitrators agreed upon by parties to the controversy. A violation thereof is jurisdictional error which will vitiate the results, and if private rights of a contestant are injuriously affected

and the fires well laid, so that all parts of the grate are evenly covered, the lazy smoke flame is changed to a short flame of intense brightness.

Too much air is as capable of producing smoke as too little; for by its chilling air it makes perfect combustion impossible, and causes the same dense cloud to appear at the stack. In charging fresh coal it is a good plan to leave the furnace door ajar slightly until the fire has burned up a little so as to admit an extra supply of air, that which passes up through the grate being

same result follows when the coal is heaped upon the center of the grate like a haycock, as shown in figs. 1 and 2, for which we are indebted to the Hartford Steam Boiler Inspection and Insurance Co. In both these cases the invariable result is a hard-worked fireman, struggling laboriously to keep up steam and a bitter complaint from the office at the cost of the fuel consumed.

In fig. 3 a bituminous coal fire is shown from 6 to 9 inches thick. It is kept thicker at the back end and along the furnace

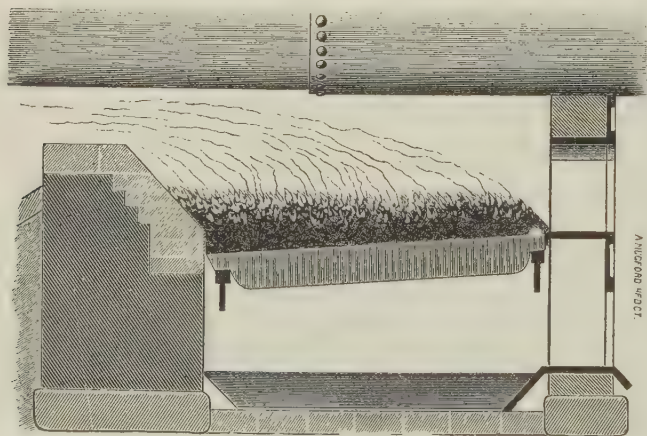


Fig. 3. A Good Fire.

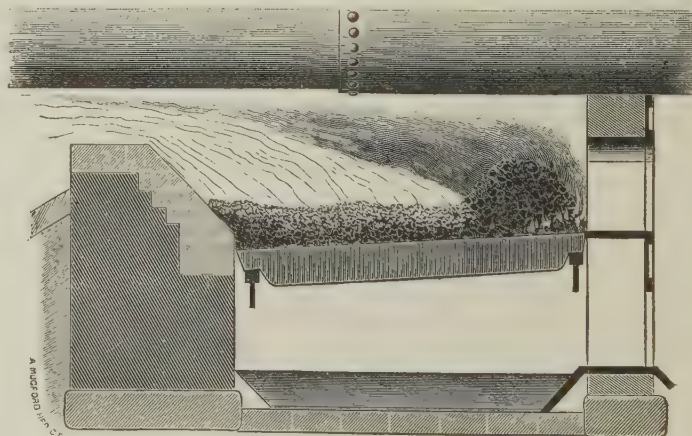


Fig. 4. Coke Firing with Soft Coal.

thereby, a court of equity can afford relief. It must be understood that this decision does not invade in the slightest degree the familiar doctrine that the determinations of the regularly constituted tribunal of a voluntary association, regularly made, on a subject within their jurisdiction, are not open to judicial scrutiny. The court, however, may look into the proceedings of such a tribunal to the extent of seeing whether, to the injury of the complainant, it exceeded its jurisdiction the same as in case of a quasi judicial body.

checked for a few moments by the fresh fuel. If the door is kept wide open the boiler will be cooled down and may be severely strained; big columns of cold air will pass right over the fire in a body and right up the chimney. But if the door is kept half or three-quarters of an inch ajar the air that is admitted will distribute itself through the furnace pretty uniformly, and will consume the gases given off by the fresh coal. As soon as the gases burn off the door again should be tightly shut.

To fire only at considerable intervals, throwing on coal so heavily as to almost

walls and in the corners, because the heat radiated from the side walls and the bridge causes the coal in these places to burn faster than that on the rest of the grate. It is kept solid and in form by quickly sprinkling a thin uniform layer of coal on alternating sides of the furnace at frequent intervals, and by falling in such parts as burn hollow.

Fig. 4 illustrates what is called coke firing. The grate is covered with incandescent fuel as in fig. 3, except near the doors where a windrow 18 inches wide and built of fresh coal extends entirely

across the front of the furnace. The heat to which the windrow is exposed causes it to coke as it would in a retort in a gas works, and to give off the inflammable gases that it contains, which are burned as they pass back over the incandescent bed of fuel. When fresh air is required this mass of coke is broken up and distributed evenly over the grate, bearing in mind the necessity of keeping a good supply on those portions of the fire which tend to burn the fastest. When the fire has again become incandescent, fresh coal is put to coke, and so the firing continues. In this method of running a fire it is still all important to prevent holes from burning through, and admitting undue quantities of air into the furnace.

The Hungarian autumn sown crops are generally poor and the area less extensive.

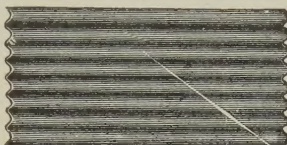
The new Elkins law will enable the Interstate Commerce Commission to punish the railroad corporations instead of the officers by heavy fines for giving rebates.

The committee of Hamburg and Berlin grain experts who were called in by the German customs reported that it was impossible to prove cases where Canadian was mixed with American wheat and the extra duty has been refunded.

The Iowa Grain Dealers Association does not recognize scoop shovel shippers, farmer elevator companies that are organized to agitate markets, or dealers (shippers, bidders or receivers) who refuse to arbitrate differences between buyers and sellers. No. asso. can afford to do otherwise.



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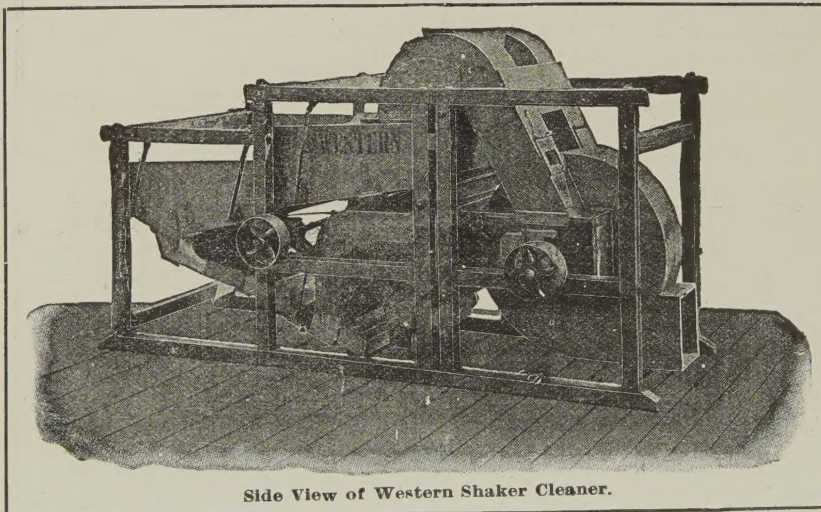
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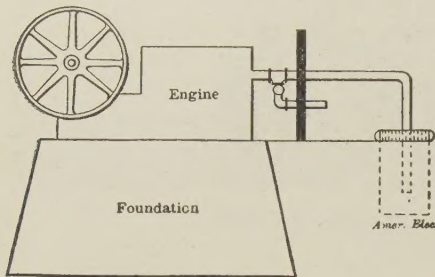
Side View of Western Shaker Cleaner.

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Cheap Muffler for Engine Exhaust.

A cheap but effective device to muffle the noise of the exhaust from gasoline engines is described in that valuable magazine, Popular Mechanics. The muffler consists of a length of sewer pipe set in the ground just outside the wall of the engine room, as indicated in the sketch presented herewith.



Gas Engine Exhaust Muffler.

For a 3-h.p. engine a pipe 10 in. in diameter and 2 ft. long will be large enough. The ordinary engine used in a grain elevator will require a pipe 2 or 3 ft. in diameter. The exhaust pipe of the engine enters the muffler thru a wooden cover, which is perforated with a number of 1½-in. holes. To relieve the cylinder of back pressure at the time of starting a branch is led off the exhaust pipe thru the wall and opens into the air. The relief also is useful in case the holes in the muffler cover are closed up with snow or ice. After a few explosions the relief valve is closed. This device has been found to suppress the sound of the exhaust almost completely, and will relieve the operator of the elevator of all risk of being sued for damages by any farmer whose horses become frightened and run away.

Cobs.

In Roumania and Bulgaria the crop outlook is favorable.

Mexico's decree admitting wheat free will remain in effect until June 30.

The Spanish wheat crop of 1902 is estimated at 123,349,950 bushels, or nearly 6,000,000 in excess of the previous year, while Italy's wheat crop is 25,000,000 short of 1901.

The Austrian crop for 1902 is estimated officially at 49,680,000 bus., a gain of about 5,000,000 bus. over 1901, and Hungary's at 170,558,205 bus., or 48,000,000 in excess of 1901.

Attorney General Knox is expected to shake up the trusts now that his own bill giving ample powers to the department of justice and appropriating \$500,000 for expenses has been passed.

A little wheat mixed in barley is very damaging. Maltsters will not take the mixed lot except at 5 or 8 cents discount. Grain dealers should impress upon farmers the necessity for planting only good, clean seed.

Bucket shop gambling and turf investment companies have not in years received such a shock as that given by the joint special investigating committee of the Missouri legislature. Fearing drastic punishment under the stringent laws of the state the sharks fled before the inquiry had really begun. Similar concerns operating at other cities than St. Louis went down in the crash, bringing ruin to thousands of foolish men and women in every walk in life.

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Each page has spaces for 40 wagon loads and each book has 100 pages, making each book contains spaces for records of 4,000 loads. The book is well printed and ruled on Sterling ledger paper, and substantially bound in extra heavy binder board with leather back. Price \$1.50.

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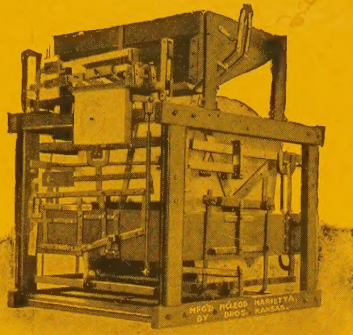
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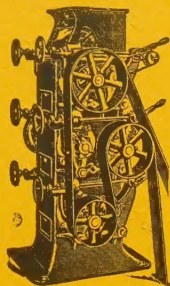
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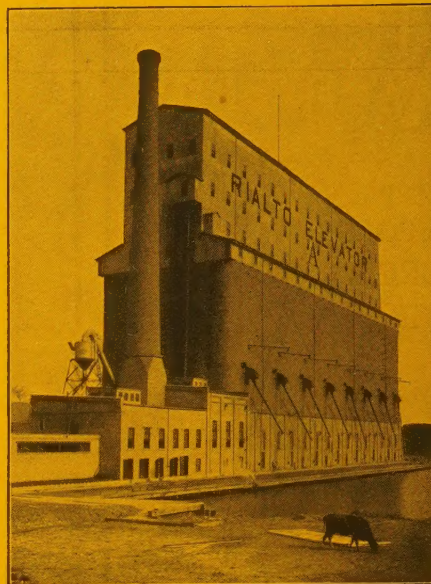
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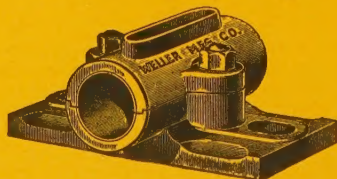
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